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From a Painting by

THE DUCHESS OF PORTLAND.

Philip A. De Laszlo.

COUNTRY LIFE

THE JOURNAL FOR ALL INTERESTED IN
COUNTRY LIFE & COUNTRY PURSUITS

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. With this issue we present our readers with a supplementary portrait of H.R.H. the Prince of Wales.

A PRINCE OF THE OPEN AIR.

UNDER normal circumstances June 23rd would have been kept with the general rejoicing appropriate to the coming of age of our future King. But the Prince of Wales was quick to perceive that what would have been an appropriate celebration of this event at another time would be entirely out of place just now. There are too many mourners in the land and the bravest among us are the most anxious, because they are the least disposed to minimise the greatness of the work which England has in hand. The Prince needs no assurance that the hearts of the people are with him, and even those who are suffering bereavement will feel their hearts lightened to some extent by the knowledge that the King's heir has arrived safely at manhood. At a word they would have laid aside any private grief of their own in order to give expression to their affectionate loyalty. But under the circumstances he has chosen the better part in deciding that congratulations, public and private, shall be postponed until the war is over. The wish will be loyally respected. Yet few will fail to reflect with satisfaction on the character of the man who will one day reign over us.

Up to now the time of the Prince has been devoted to the education becoming his position. He has shown an almost shy reluctance to take part in great functions, but in spite of himself has become known as one who has developed the tastes and predilections of an English country gentleman. He is a sportsman whose happiest hours have probably been spent in long tramps, with or without a gun, on the hills round Balmoral. Marching with the Oxford Contingent he showed himself not only a good walker, but a man of his hands who could attend to all of his own wants in camp. And when at Oxford he also proved himself a confident and expert motorist, good not only on the highway, but in winding through the traffic of London streets. From his father he has inherited a taste for the accomplishments of fishing and shooting, in both of which he is proficient. As a student at Magdalen he won golden opinions from his contemporaries, but it was not as a bookman but for qualities they prize more than erudition, a quiet, unostentatious manner wholly devoid of "side," and a keen zest for sport and pastime.

The anxiety of the young Prince to get to the front when the war came is a matter of common knowledge, and it is equally well known that there was some hesitation about permitting one called to so high a destiny to risk his young life. But in the end his wishes prevailed, and he has proved an exemplary officer. One of the best features about his military work is that little has been heard of it, at any rate not so much as got noised abroad about his Hohenzollern contemporary and adversary. The Prince of Wales has been content to learn and obey, and interesting accounts are forthcoming of the zest with which he performs his duties and his avoidance of anything like display or advertisement. Obviously he is gaining experience that will be of priceless value in the future. He is meeting his subjects on an equal footing and at a time when battle and danger act like a burning furnace in the purification of character. You cannot go through a campaign with a man, be he prince or peasant, without coming to know the exact stuff of which he is composed.

To take no flattering or exaggerated view, there is enough in all this to show that the Prince of Wales will prove not unworthy of that day (distant may it be!) when he is called upon to don the insignia of Royalty. He embodies in his own person the leading characteristics of his country, and upon us at least one judgment has been passed by friend and foe. The Germans with surly ill grace, the Russians with admiration, and the French with a kindly, spirited laugh agree in calling us a nation of sportsmen. This is the phrase which has supplanted the more biting one of the great Napoleon—a nation of shopkeepers. As Prince of Wales, it is appropriate that we should have one to whom the term is most applicable. Now entered upon manhood, we can easily imagine that his boyish memories—the pleasantest of them—cluster round hill and covert. Alas! that it should be so, but the dreadful incidents of this war have hurried many youths too soon across the stream where boyishness and manhood meet. They left their native shores full of the irresponsible gaiety of children, not with any experience that would prepare for what they were to do and see and suffer. War made men of them, and it cannot but affect the Prince. He has never been trifling or frivolous in his pursuits, but if he had, the stern experience of warfare carried on with ruthless cruelty would have chastened him. There was no need for that. Yet even a model Prince must be the better for coming in contact with the grim reality we call war. We are not of those who profess to find in this struggle the final conflict of nations and believe that Peace will afterwards spread her mantle over all mankind. Europe is likely to have many convulsive movements before settling down when the war is over. The Empire may have reason for joy that the hard experience of pitiless warfare should have come to the Prince of Wales just as he was crossing the threshold of manhood.

Our Frontispiece

WE publish this week a portrait of Her Grace the Duchess of Portland, who is Chairman of the Alexandra Day Committee.

. It is particularly requested that no permissions to photograph houses, gardens or livestock on behalf of COUNTRY LIFE be granted except when direct application is made from the offices of the paper. When such requests are received, the Editor would esteem the kindness of readers if they would forward the correspondence at once to him.



NO Chancellor of the Exchequer started his career with as great an opportunity as Mr. McKenna, whose task it was on Monday afternoon to expound the nature of the greatest war loan known to history. This he did in a clear, businesslike style that at once gave him rank among the great financial ministers of the past. He who runs may read the simple but comprehensive statement. Having read and digested, the business of each and all of us is to lose no time. Here is a case in which every citizen may find an opportunity to do something towards helping the war. Rich and poor alike ought to make a prompt and liberal response. It means no sacrifice, as the rate of interest is high and the security good. But for the credit of the country it is most desirable that the loan should be fully subscribed. It will be if each does his share—the rich with his thousands and the poor with his five shillings. Trade unions have an especially good chance of helping, as they can not only invest their corporate funds, but urge the individual member to put in his savings. All should join and act together so that the movement goes with a swing.

IN comparing the entries for the Royal Show at Nottingham next week with those for the exhibition held in the same town in 1888, we are glad to see that the falling away is not so marked as might have been expected. It is most accentuated in the case of horses, the total entry being only 500 as compared with 546 in 1888, and this was the lowest of the years between the two dates. In cattle there is an enlarged entry, the number being 862 as compared with 644. Of course, in normal times there would have been a greater increase, but under the circumstances the entry cannot be considered as other than satisfactory. About the same number of sheep and more than double the number of pigs are entered. The entry of poultry is very good indeed, and exceeds that at Nottingham in 1888, Newcastle in 1908, Gloucester in 1909, Liverpool in 1910, Norwich in 1911 and Doncaster in 1912, though it was exceeded at Bristol and Shrewsbury. We hope that the attendance will not show any great falling away. The exhibition of the Royal is not only a great educative event, but constitutes a very important business meeting, and we are thinking only of the interests of agriculture in expressing our hope that it may be successful in every way.

THE DUKE OF PORTLAND, of whose Welbeck estate some account is given in another part of the paper, is an ideal President for the present time. Since 1879, when he succeeded to the Portland estates, he has given the best of his time and a great deal of his money to the furtherance of agricultural prosperity. There is no landowner in England who has done more for his tenantry. In particular, his encouragement of horse breeding stands out as something for which the country has reason to be grateful. But his interests are not confined to any one branch; they stretch out in every direction, wherever a plough goes or a crop of grain has to be handled. With it all he never loses sight of what the citizen owes to his country. On the contrary, he is a loyal subject of the King first and a great landowner after. At Welbeck he is treasuring a curious memento to remind him of this year in happier times. It is the motor which he sent to the front to assist in the Red Cross work of the Australian Field Hospital under Lady Dudley. This was despatched at the beginning of August, when the wounded had to be conveyed to hospital in jolting haycarts and wagons.

After nearly nine months of hard wear the old motor looks battered and done; but if treasured as a relic of the war, it will have an interest that increases with the lapse of time.

LORD SELBORNE'S appointment of a Departmental

Committee to enquire into the means that can be taken for increasing our food resources in war time is a step in the right direction, although not a very strong one. Departmental committees are not what the situation requires; there must be personal oversight to secure from the land what it is capable of producing. A few days ago the Board of Agriculture sent out a new form to farmers, in which they were asked to enumerate their livestock and the various crops they were producing. To speak quite frankly, this is wasted effort. When the returns come in, they will represent on paper that nearly all the land in Great Britain is being fully cropped. We all know that it is nothing of the kind, that there is a great deal of very careless farming and much land of which the production could be vastly increased. The only way to rouse people up to exertion is for a practical and qualified man to go round and look at each holding himself, and then point out to the owner what could be additionally done or better done. The directions in which the productivity could be increased are almost innumerable. There is much land of a second rate character which, with a little exertion, could be made first rate. There is a third rate type of land which could be speedily brought into good cultivation, and there are endless cases in which excellent land suffers from lack of labour, lack of manure, or lack of enterprise.

REFUGE.

There is a land of long ago
Beyond the drift of tears,
A land where magic rivers flow,
Where winds from lonely eyries blow
Adown the waiting years.

I had forgotten where it lay
Upon what star-locked seas,
And how by day, each blossomed day
Bloomed like a rose, and died away
In nights more fair than these.

But now when Fear is over all
And Horror leaves its lair,
My soul goes forth beyond recall
And like a bird, when shadows fall,
Nests with the things of air.

And there, unweeping and unwept,
In that remembered shade,
It sleeps as it may once have slept,
Or keeps the vigil that it kept
Before the earth was made.

MABEL LEIGH.

A FAIR question to ask is, In what directions can the productivity of the soil be increased? The answer is not far to seek. To begin with the small people first, it has been shown in our columns that poultry keeping, instead of being a half-hearted, hazardous enterprise, might be turned into a great and profitable branch of commerce. Chicken meat, by a very great number of people, is estimated more highly than beef or mutton, both of which are growing scarcer and dearer every day; yet it can be produced at little more than half the price. A sum in arithmetic which the statisticians of the Board of Agriculture ought to do is to show the relative cost of producing, say, a hundredweight of chicken, as compared with a hundredweight of beef or mutton. This would open the eyes of people very considerably. Then the quantity of half or under-tilled land in this country is enormous. Very good authorities hold that we are not obtaining returns equal to those before the great depression, which began in 1879, and certainly production has fallen very considerably below that of some of the Continental countries, notably Germany and Belgium. Partly, no doubt, this is due to the slowness with which our farmers adapt themselves to the use of artificial manures. The state of the land, in fact, would call for a vigorous effort if there were no war emergency, and in the present circumstances something more is needed than a departmental committee. The occupier of land must be regarded as one who holds a position of trust and has great responsibilities to fulfil.

IN a report on agricultural economy in France during six months of war, which has been issued from the French Ministry of Agriculture, there are several points worthy the attention of British statesmen. In order to assist the meat supply as far as possible the French have taken very decided measures in regard to the custom of killing immature and breeding animals. The slaughter is prohibited of cows in calf or giving milk; brood mares, covered, in foal, or with foal at foot; stud animals that have been prize-winners at agricultural shows or belong to breeding syndicates; animals registered in herd books and those too young to be entered, but the produce of animals already entered; heifers; and working oxen. At the same time, measures have been taken to facilitate the importation of livestock. Again, although France has hitherto been averse to the importation of frozen meat, its introduction was favoured by the decree issued after the proclamation of war, and it is calculated that 150,000 tons may be imported from abroad during the first six months of 1915. In France, as in Britain, the provision of meat turned out to be a more crucial question than that of bread; but in regard to the latter the import duties were removed from cereals, rice and flour, with the result that large quantities flowed into France.

TO the middle-class public which participates in few of the profits of war and is the first to experience its hardship, the announcement will be received with satisfaction that the price of bread has been reduced by a halfpenny for a 4lb. loaf. There is every reason to hope that the process thus begun will be continued. In the near future it would seem likely that there will be almost a superabundance of wheat. From what we hear of the Canadian harvest, it gives promise of being the largest on record. Indian wheat is now coming in, and although the Russian wheat is waiting in Odessa and elsewhere, the prospect of its arrival improves daily. Even if the Dardanelles are not opened, other ways will be found of getting it through. There is, however, good reason for hoping that success will crown the efforts of the Dardanelles Expedition at no very distant date. The Australian supply of wheat is going to be far above the normal, and other countries report satisfactorily of the coming harvest. As long as the war lasts there cannot possibly be a very keen competition for the wheat. Since the Allies hold command of the sea, the competition must be exclusively in the home markets of Great Britain and France. Thus there is every prospect of the pendulum swinging back very nearly to where it was before the war started. We say very nearly, because as long as the war goes on there will be navigation difficulties.

IN literary circles considerable regret will be experienced at the announcement of Professor Saintsbury's impending retirement. He has occupied the Chair of English Literature in Edinburgh University since 1895, when he succeeded David Masson, a weighty and well known figure in the Edinburgh of his day, who had been the friend of Carlyle and was the biographer of Milton. Before Mr. Saintsbury's appointment he had been journalising for some nine or ten years. At one time he was literary editor of the *Saturday*, and was well known in the circle of which Mr. W. H. Pollock, Mr. Andrew Lang and "R. L. S." were figures. His early speciality was French literature, in which, according to a famous authority, he had read much more than is good for an English man of letters. His first book was a *Primer of French Literature*, but his reputation rests upon works of truly English character, such as his "Dryden," "Essays in English Literature," and his "History of Criticism." Mr. Saintsbury has been a sturdy and vigorous participator in the intellectual life of his time, and we all hope that on his retirement he will have time and energy at his disposal for some further additions to the works already to his credit.

SO prolonged a continuation of the drought should do much to settle a controversy that arose last autumn. Many people asserted that the heavy rains were due to the hard firing at the military front. Since the American Civil War there has existed a popular belief that rain can be produced at will by the explosion of large cannon. But to-day there are more guns at the front and they are greater guns. Nevertheless, we have a drought that promises to become something of a record. Meteorologists record that during July, the month in which dry weather most usually comes, there has during the last half century been no period of unbroken drought exceeding twenty-five days. We have passed the third week of drought now and the record is in a fair way to be broken; yet this exceptional dryness is accompanied

by louder and more frequent gun explosions than was the exceptional rain of last autumn.

IT would be good for the country if more speeches were made to the younger generation in the manner of that which Mr. Bonar Law delivered to the boys of Shrewsbury School. The inculcation of patriotism has for many years been neglected in our educational system. Perhaps it would be nearer the truth to say that it has been taught unostentatiously in the higher schools and very little in the elementary. Mr. Bonar Law, with a fineness and simplicity which we scarcely expected from him, showed his youthful hearers that although the quest of honour is a fine thing, and he who seeks the bubble reputation even at the cannon's mouth, goes on no idle quest, the call to duty is higher still. Sometimes Englishmen have been inclined to smile at the solemnity with which preceptors in the United States instil into the young the ideas of citizenship, the responsibility that every member of a state owes, namely, that he should join in the general defence when it is attacked. There could have been very little need to try to attract the attention of the boys. From Shrewsbury School, as from many others, have gone some of the choicest of our youths, and probably there was not one of those who listened who did not have in mind some comrade or elder who had gone forth never to return. Mr. Bonar Law seized upon this with a natural eloquence, and his address was full of wise and good counsel that turned the occasion to the best profit by helping to make patriots of them all.

SHIRTS!

It aint just for the money 'er can earn,
'Er likes to make they shirts for sodger-byes:
('Er gave a deal o' time the way to learn.
And now 'er's brave and wise!)

'Er sees that sleeves be set in smooth—'er knows
That Ben would like 'em flat if 'e could tell:
And so 'er weak old 'and quite careful goes
To make 'em vitty well.

They button-'oles are finished close and firm—
They buttons won't come out with just a twick!
And so 'er works on steadily—'er knows
Don't do to sew too quick!

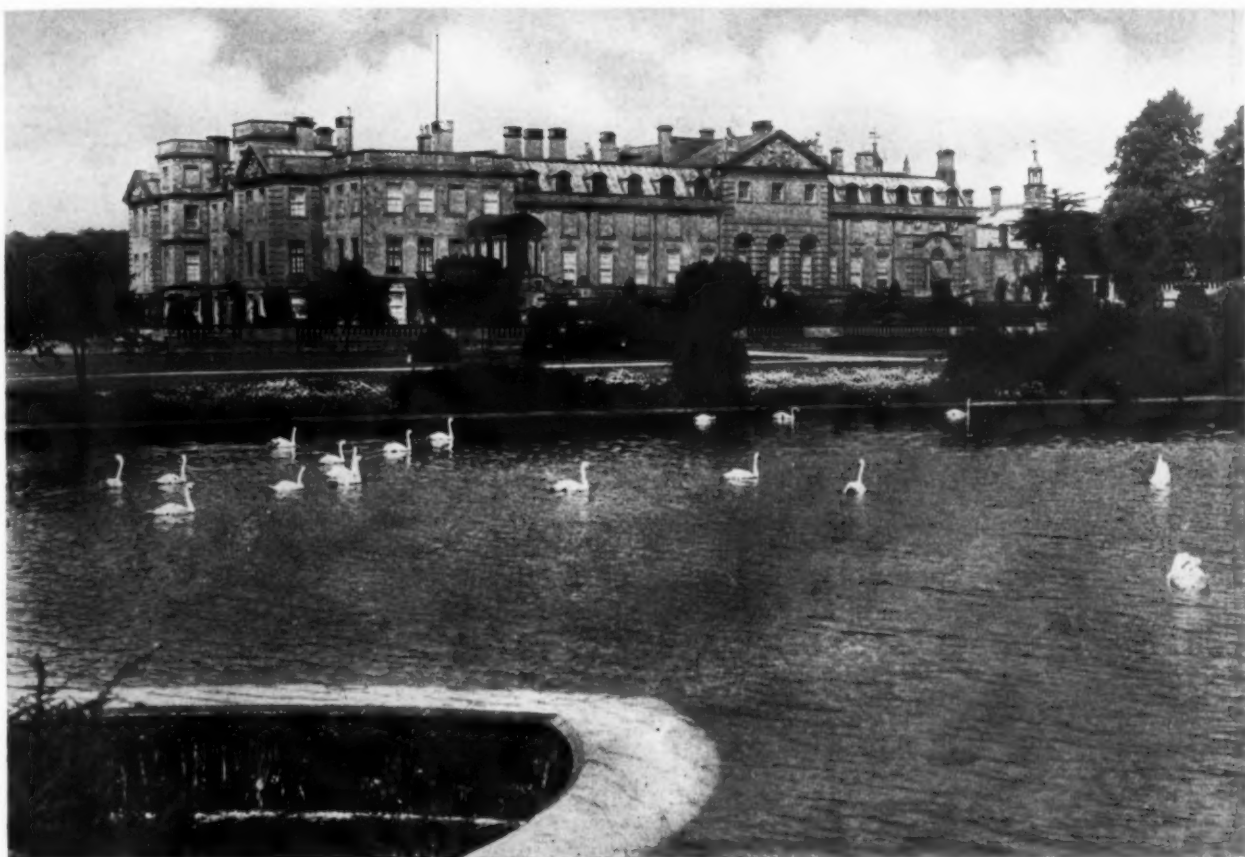
It aint just for the pence and shillun's part
'Er's anxious-like they shirts to stitch and make:
'Er bye died fightin'! 'Er 've a mother 'eart
For sodgers—for 'is sake!

LILLIAN GARD.

SIR EVELYN WOOD is one of the most interesting military men of the day, and the speech he made to the Inns of Court Officers' Training Corps at Berkhamsted gave great delight to those who heard it. Sir Evelyn is Honorary Colonel of the Corps and naturally proud that it has furnished no fewer than 2,290 officers for the King's forces since the war began and has 1,600 men under training now for commissions. The importance of this is greater even than appears on the surface. Before the war a young officer usually had the experience of a competent non-commissioned officer to help him, probably a sergeant who knew the drill book like his A B C and was accustomed to take care that things did not go wrong; but now a great many of these young officers will be thrown on their own resources. It is, therefore, most essential that their training should be thorough. He incidentally mentioned that it was sixty years since he received his first wound, and one or two Canadian officers who were present and saw how jauntily he bestrode his horse, thought the statement almost incredible.

AT the Keepers' Benefit Society the Earl of Kintore, in a few pregnant remarks, laid bare a sad state of things. Naturally, the subscriptions to this admirable fund have fallen off since the war began. We cannot wonder at it, because those who are most concerned to support the game-keepers are the very people upon whom the most insistent demands have been made since the war began. The worst of it is that the necessities of the keepers have become greater with the waning of support. Even sportsmen of the highest rank have neglected their game greatly since the war began. They are not rearing pheasants this year, and the partridges have been allowed to do as they liked. Last season there was nobody to shoot them. The consequence of this is that a great many keepers who are elderly or aged have found themselves out of work, and are in very great need of help at a time when their special fund is deprived of many of its old supporters.

THE DUKE OF PORTLAND AND AGRICULTURE: A VISIT TO WELBECK.



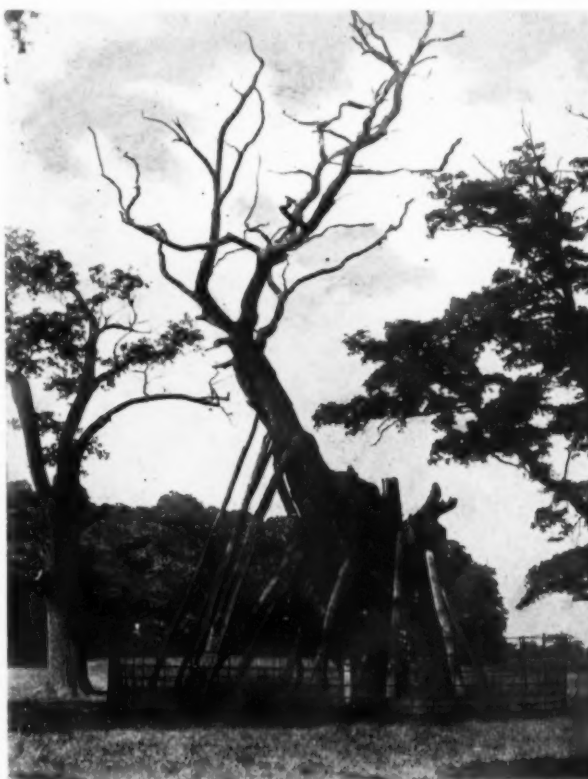
WELBECK ABBEY FROM ACROSS THE LAKE.

IT was fortunate that before the war broke out the Royal Agricultural Society of England was able to secure the services of the Duke of Portland as President. He is not only a great, popular and enterprising landowner, but one who has the closest interest in agriculture, and in whom patriotism is still more pronounced. No one is fitter to combine the interests of agriculture with Imperial interest. But, indeed, they are one and the same. As important as the conduct of the campaign is the maintenance of our food supply at its highest level. The educational value of the show is well understood, and that of a visit to the President's estate is not less so.

At another time one had been content to dwell on the beauty of the surroundings as much as on the husbandry. Not even the shadow and anxieties of the great war can altogether dull the charm of Welbeck. Spring lingers there after it has given place to summer further south, and in spite of hot suns and cold nights June retains its freshness. The chestnuts, planted in an avenue alternately with copper beech, are still in bloom, and seem to illustrate the desire for harmony between flower and foliage characteristic of the planting. And the

innumerable yews "in sober livery clad" could not at any time present a more attractive picture. They are grown in every conceivable fashion, and emerge satisfactorily from the ordeal. Clipped and formal, they are seen in tall hedges,

and as forming low edgings, but vast numbers of them in the borders grow freely and without convention. Yet the most interesting tree is not a yew, but an oak—the famous Greendale oak. It is now but a dead ruin or skeleton, four or five years have elapsed since it showed a morsel of green on one of its boughs, but the remains are carefully and lovingly preserved. They are enclosed within iron railings. Chains and supports are employed to keep the giant in position, and its history is preserved in the library. The story goes back to 1727, the time of the second Earl of Oxford, who was owner in right of his wife, Lady Henrietta Cavendish Holles, daughter of the Duke of Newcastle. Their daughter, Lady Henrietta Harley, married the second Duke of Portland. In the correspondence of 1727 this tree is referred to as the Greendale oak that grows "in a lane near Welbeck." Oxford conceived the project of excavating through it a passage large enough to take a coach and horses. This was done, and of the wood taken out was



THE GREENDALE OAK.



LIPPIZANERS AT GRASS.

made a very fine oak cabinet, now preserved as an heirloom at the Abbey. The clever Harley was a friend of George Virtue, the engraver, whom he brought to Welbeck and caused to make three pictures of the oak. In one a man on foot, in the second a man on horse-back, and in the third a coach and horses are seen passing through the cavity. In a comely folio this chapter of the oak's history is still preserved in the library. It contains the story and the three pictures of which engravings were subsequently made. The Greendale oak is the patriarch of the oak groves in the park, as the trees were grown from its acorns. Very cool and inviting they looked on one of "blazing June's" hottest days. One envied the spotted



A BLOODSTOCK Paddock.

sheep and the white deer that sought their shade wherein the green bracken was mottled with shadows from the foliage. On a rising ground near by grazed a stud of white horses that might have been chosen to match the noted herd of white deer. They are the famous Austrian breed, the Lippizaners, which were established at Welbeck about sixteen years ago and were universally admired when they appeared at Olympia last year. The three stallions are Rudolph, which stood at Hampton Court for some years and was given to the Duchess of Portland by King Edward VII; Lichtenstein and Neapolitano. In their native land the Lippizaners are much prized for their good looks and endurance. They



THE WHITE DEER.

are mostly used for driving purposes, and in general character resemble the old type of hackney. No need at this time of day to dwell on the splendid services rendered by the Duke of Portland to the industry of horse breeding, to which the necessities of war have given a new importance. He is now in the position to witness the national value of what he has done. Heavy horses and light have alike received practical encouragement at Welbeck. The Duke gives £700 a year to the subsidising of three Shire stallions for use in the neighbourhood as well

(own sister to William III.), by St. Simon, and Blue Light, by Fariman out of Blue Hat, by Blue Green.



VILLAGE DIAMOND AT HOME.



RESTFUL SHADE.

as on the estate, and the names of those utilised are of horses renowned in Shire annals. Among them have been such noted sires as Childwick Champion, Blythwood King Maker, Birdsall Menestral, Slipton King and Halstead Royal Duke. This year the three engaged are Tandridge Coming King, Moulton Victor King and Abbotts Royal Blood. The Duke is one of those sportsmen, not altogether rare in Great Britain, whose love of the thoroughbred is born partly of an Englishman's delight in horseflesh and partly from pleasure in the pure sport of racing. He provides two thoroughbreds for the use of his tenants. This year they are Gringley, by Marco out of Gravitation

toning and harmonising them, effects well seconded by the yew hedges and the entrances of clipped yew, all in fine

On this occasion it was no part of our purpose to deal at length with the racing stud, but it was impossible to avoid a glance at the paddocks when the matrons of the stud with their nurslings of the year were attending to their domestic duties. The shapeliness of the dams matched well with the promise of their offspring. A monument to the Duke's disinterested sportsmanship is to be found in the skilfully planned and solidly built almshouses, which are known as the Winnings on account of the inscription, which runs as follows: "These houses were erected by the Duke of Portland at the request of his wife for the benefit of the poor and to commemorate the success of his racehorses in the years 1889-1890. Ayrshire, 2000 guineas and Derby 1888; Donovan, Derby and St. Leger, 1889; Memoir, The Oaks, St. Leger 1890; Semolina, one thousand guineas 1890."

Time is dealing pleasantly with those houses, weathering, with those houses, weathering,



SOME OF THE JERSEYS.

keeping with the character of the estate. A word may here be said about another arrangement for the comfort and well-being of those employed on the estate, viz., an excellently devised and well managed club. The Duke's solicitude for the interests of his tenants finds, however, its most notable expression in the annual show of the Welbeck Tenants' Agricultural Society. Its history is very simple. After his succession in 1879 the Duke began at once to develop an active interest in promoting horse breeding, and for that end acquired a Clydesdale stallion—Pure Bone—for the improvement of the heavy horses, and a thoroughbred—Mate—for improving the hunters, saddle and harness horses—a scheme which rapidly developed. In 1887 a show of foals was held, and out of that originated the great Tenants' Show, which was first held on August 5th, 1890. There were 491 entries of horses, cattle, sheep, pigs, butter and eggs. From that small beginning sprang what is probably the greatest annual estate show in the country. Last year it was held, somewhat ruefully, just upon the declaration of war, and this year it is not to be held at all.

Horses have by no means monopolised attention. Cattle have received at least equal encouragement. The breeds kept are the Shorthorn, a small herd of Aberdeen-Angus, Blue Greys and West Highlanders as grazing cattle, a herd of Jerseys and a few Ayrshires for providing the house with dairy products. There was a herd of Shorthorns at Welbeck in 1878, but it was dispersed in 1894. In 1906 the present herd was established. Six cows of the Waterloo and Furbelow families were purchased from Mr. George Taylor of Cranford, and others were selected from North Country herds and from Earl Manvers. We show a picture of the famous bull, Village Diamond, grazing with the cows. This remarkable animal was champion of England and Scotland, and is remarkable even among champions for his combination of weight and symmetry. Much has been done to encourage the breeding of livestock by the tenants. Thus ten bulls stand for their use free of charge, and the privilege is largely taken advantage of. Large White boars, of which a herd is kept, are also provided for the use of the tenants. One was glad to see that at Welbeck the Ayrshire is once more coming into favour. After a period of great prosperity in the



AN AVENUE OF YEWS.



FEEDING TIME.



THE ALMSHOUSES.

South, this breed fell for some years into disfavour, so that at the shows the entries dwindled to almost nothing. But the merits of the breed are now bringing it once more to the front.

A word should also be said about the smaller livestock. For very many years Welbeck has been noted for the number of chickens reared and fattened there. We give a picture of feeding-time, which will give some faint idea of the quantities raised. They amount to between three and four thousand in the course of a year—all for home consumption. The breeds which seem to be most in favour are the buff Orpington (prized for its brave egg-laying under the most inclement conditions), the speckled Sussex (which we are glad to find gaining rapidly in popular favour) and kindred breeds.

There is no place in England in which beauty and husbandry can be studied in such a fine blend as at Welbeck. Perhaps it was all the more interesting this year because of a certain melancholy that brooded over the place. The writer visited it about the same season a few years ago, and then he was struck by the number of men employed on the estate. The Duke of Portland's active mind is always urging him to some new enterprise. It may be the extension and improvement of the old sunken garden, the construction of a pergola, or the building of a garden city within the estate—usually there is full employment for many men. This year one missed their cheerful faces. A large number have gone to the front, and many things which were being done when the war began are

suspended, as it is only wise and provident to look forward to days of peace, when it will be necessary to find work for some of those who come back. The saddening influence of the war makes itself felt in some inscrutable way even in the most dignified and secluded of our English homes. Of course, there is a circumstance which accentuates this feeling. The season at Welbeck is July and August, and many of the floral and other effects are calculated to be at their finest in these months.

In June a certain amount of retardation is exercised, and so, though the spring flowers have passed away, those of summer have not been allowed to replace them. Such are the facts, however, and such is the feeling. The Duke of Portland has long won for himself the position of a leading country gentleman who has the highest sense of his duties and responsibilities. It can be practically tested and seen in his everyday conduct of affairs. His pleasures, as it were, are on one side of the medal and his duties on the obverse. He races and takes care to improve the horses of his tenant farmers; he has a natural instinct for good animals, and he has encouraged the people round Welbeck to produce and keep them. He has a high sense of patriotism, and it has found expression in the way all other interests are subordinated to the passionate desire to be of service to the country. It was his distinction to forward the first motor for the use of the wounded, and the car, after months of service, has been brought back to the Abbey to take its place henceforth as a treasured relic of the greatest war in which England has ever engaged.

MAGDALEN COLLEGE, OXFORD.

BY SIR T. HERBERT WARREN, K.C.V.O.

[It was our long cherished intention to devote several articles in this number, which appears just after the day on which the Prince of Wales comes of age, to a consideration of various aspects in the life of His Royal Highness. The Prince of Wales has rightly decided, however, that congratulations and celebrations would be mistimed at a moment when so many families have cause for grief and anxiety. In accordance with his wishes, the publication of the matter prepared is postponed till a happier opportunity arrives. No doubt there will be a day set apart for celebrating the Prince's coming of age after peace has been declared, and this will be the most favourable opportunity for carrying out our original plan. In the meantime, to mark our sense of a situation which must appeal to the feeling and imagination of every British subject, and in answer to requests that it should be done, we reprint the very fine descriptive article on Magdalen College, where the Prince was a student, which Sir Herbert Warren, the President of the College, contributed about nine years ago. There was no thought of the Prince entering then; but the President values the venerable and lovely college for its own sake, and in his description achieved a little masterpiece of English.—ED.]

MAGDALEN COLLEGE is neither one of the oldest nor one of the youngest of Oxford colleges. "So venerable, so lovely, . . . steeped in sentiment, . . . spreading her gardens to the moonlight, . . . whispering from her towers the last enchantments of the Middle Age." It is true that to no Oxford college does this charming prose-poetry by Oxford's own poet seem more exactly to apply. Yet in point of fact Magdalen is only just mediæval. Founded in the stormily gorgeous sunset of the Middle Age, she grew to her first strength amid the dazzling hopes and many-coloured enthusiasms of the English Renaissance and the dawning English Reformation. She is the mother of Corpus College and of Christ Church, but of New College she is herself the daughter.

Pass from the sombre, shadowed sward, the solitary ambulatory, and silent burying ground of the monastic cloister of New College to the domestic cloister of Magdalen, of which not only the chapel but the hall and library and many dwelling-rooms form part, and you feel at once the difference between the days and thoughts of William of Wykeham and those of William of Waynflete. Yet the instinctive idea that Magdalen must be older than this is well grounded. Embedded in her structure, lying behind and underneath her later life, are the remains of a much earlier institution, of a foundation more ancient than New College, nay, than any college in Oxford, the Hospital of St. John Baptist.

The spacious and happy site of Magdalen, "outside the walls," with its gardens and meadows moated by the gliding Cherwell, belonged for some two centuries and a half before the college was founded to this truly mediæval institution.

The visitor who, turning into the college from the High Street, will pause and look round and ponder a little before proceeding further, may read, if he knows how, the whole

history of the college proper in epitome. The very ground on which he stands may tell it him. He is in St. John's Quadrangle. The buildings which separate him from the street contain portions of the old hospital, and are "signed," as he may have noted before entering, by a quaint effigy on their gable end of the saint's head in a charger. The "Open-air" pulpit, so deftly and daintily inserted in the corner, and falling so aptly into its appointed place, is used once a year for the sermon upon St. John Baptist's Day. In old times the quadrangle was strewn and the buildings stuck about with "green bowes" to represent the wilderness by the banks of Jordan. The beautiful west gate of the chapel records the story of the college yet more fully.

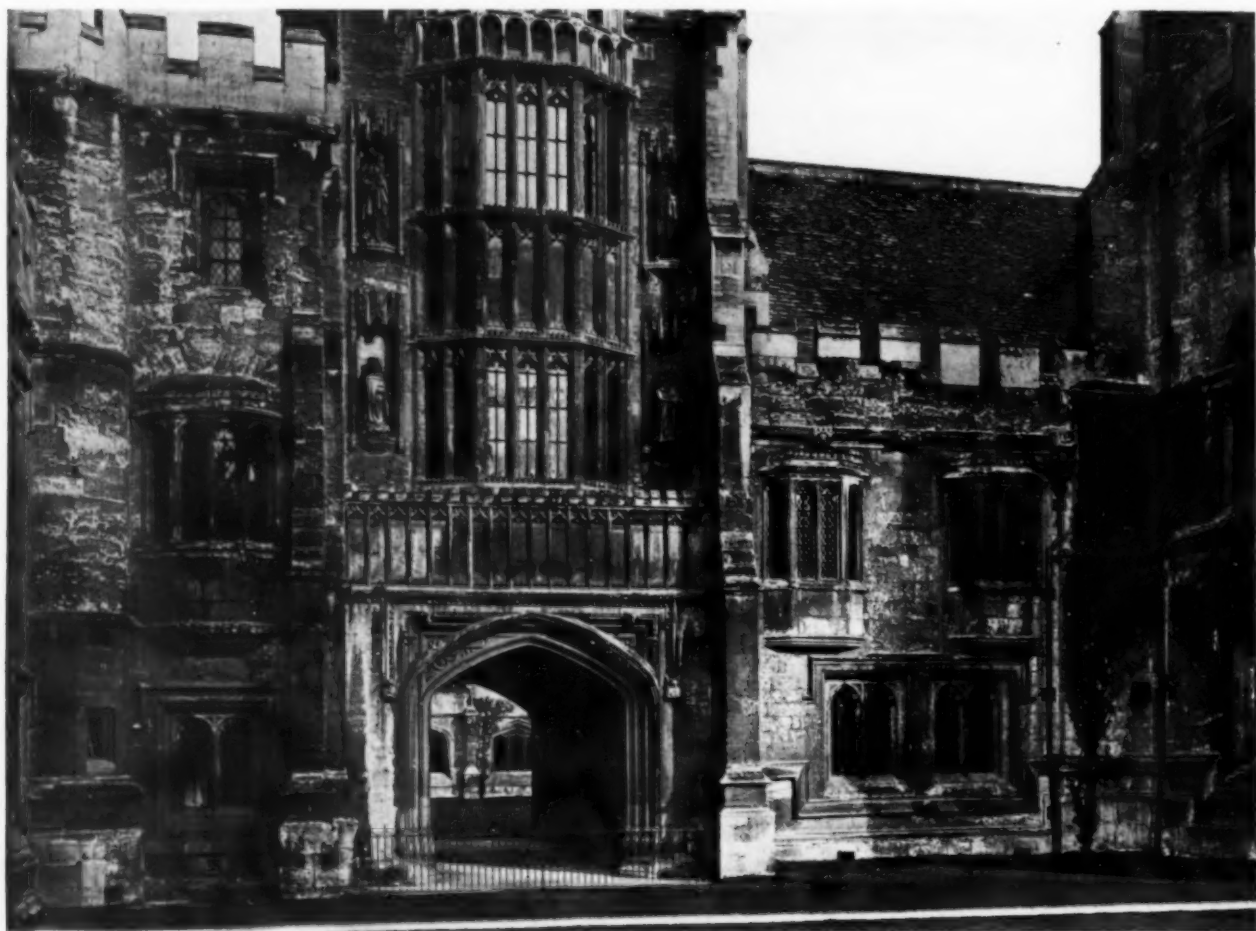
Magdalen College, like Rome, was not built in a day. The first Magdalen Hall was founded, not on this site, but near University College, in 1447. Ten years later, in 1457, Waynflete obtained the charter for his college. But the Wars of the Roses delayed many an enterprise. Yet another ten years elapsed before he could begin to rear stone on stone. His college, as we said, lay outside the city fortifications. His first care was to fence it with a wall of its own, the wall still to be seen running round the Deer Park or "Grove."

The chapel was the first part of the college built, its foundation-stone being laid on May 5th, 1473. Then followed the hall and cloisters, which were finished about 1480. It was in this same year that the Grammar School was founded, as a place of preparatory grounding for the students of the college and university, and the second Magdalen Hall somehow grew up in conjunction with it.

We may now take the visitor into the college, noting, perhaps, before we leave St. John's Quadrangle, that the great west window has obviously been altered, the "lights" being enlarged to receive a coloured window of special design. This was done just before the Civil War, peace and prosperity proving, as has so often been the case, hardly less dangerous

to old buildings than even war and revolution. These, however, had already done their work in the chapel. The only relic of the original chapel glass will be found in a few fragments in the north window of the chapel porch. The windows in the chapel are the gift of the first Lord Selborne, and form a completion to the restoration and redecoration begun by the college about 1828. The chief architectural merit of the chapel of to-day lies in the general arrangement, following that of New College and All Souls', and the proportion is still beautiful, though somewhat marred by the height of Cottingham's stalls, and the unpleasing pitch of Wyatt's plaster ceiling. The celebrated music, brought to such perfection by the organists of the last and present century, and especially by the notable trio, Sir John Stainer, Sir Walter Parratt and Dr. Roberts, cannot be presented pictorially. Here at least "things heard are mightier than things seen," as they will say who, attending the service beneath

. . . the high embowed roof
With antique pillars massy proof,



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MAGDALEN COLLEGE.

"COUNTRY LIFE."

hear, as Milton doubtless often may have done, coming in from Holton or Forest Hill

. . . the pealing organ blow
To the full-voiced quire below,

or who, perhaps, only linger outside on a glorious summer day when all the windows are open, and listen while the sweet notes, as a later Miltonic poet sings,

. . . into the stony shade
Fly following and to fade.

Very different is the case with the cloister quadrangle itself. Let the visitor on the summer's day turn into this "garden enclosed" and, walking across the "smooth and shaven lawn," take his stand near the north-east corner. Here he is in the very heart of the original Magdalen, and can see it all in one view. In front lie the range of the chapel, which he has just seen, and the hall, whither we will conduct him anon. Behind stands up pillar-like the celebrated and singularly graceful "Great" or "Bell" Tower. This is sometimes attributed to Wolsey, and is worthy of him or of any architect, but is pretty certainly not his work. It was finished in the early years of the sixteenth century. It is on the top of this tower that the well known "May Morning" singing takes place.

The figures which stand sentinel round the cloister quadrangle are some Biblical, some academic, some symbolic: Moses and Goliath, Jacob Wrestling with the Angel, the Doctor of Medicine with His Flask, Luxury, Sloth, etc. The horselike animal who carries a smaller creature on his back presents, it is said, the good tutor conveying his pupil over the difficulties of learning. These figures were at one time coloured. Moses, in particular, had a coat of sky blue, in which it is said he looked so lifelike that a rustic went up and, uncovering with a low reverence, asked him the way.

From the cloister it is convenient to pass into the hall. The wooden roof is new, having been erected by Mr. G. F. Bodley, R.A., in 1902; but already it looks older, because more appropriate, than that which occupied its place for a little more than a century, Wyatt's vaulted plaster ceiling. The beautiful window shown above the screen and gallery in our view of the eastern end was reopened and restored at the same time.

The screen itself probably dates from the reign of James I. That poetic, if pedantic, monarch visited the

college and called it the most absolute building in Oxford. His eldest son, Prince Henry, of mournful memory, dined in Hall with the Demies and drank to their health and they to his. His portrait, a fine one, hangs on the northern wall. Opposite is that of his kinsman, the champion of his house, Prince Rupert, by Michael Wright.

On the screen itself is placed St. Mary Magdalen between the austere lineaments of Bishop Foxe, the Founder of Corpus, and the handsome but mutinous mien of Dr. Sacheverell. The panelling of the hall, especially that behind the high table, shown in our other view, is said to have come from the dissolved Reading Abbey. Full in the centre, such is the irony of history, is set the effigy of Henry VIII, who hanged the last abbot, as he did his brother of Glastonbury. At either end may be seen the portraits of two protagonists of those fatal years: Cardinal Wolsey, the grandest of Magdalen's *alumni*, yet the son, like Shakespeare, of a grazing butcher in a country town, born, as Aubrey says—and he looks it—"when Taurus was in the ascendant," and Cardinal Pole, the courtly cousin of kings and queens; Colet, the founder of St. Paul's School and, in a sense, the originator of Greek learning in all English schools; and Addison, the Magdalen man *par excellence*.



"COUNTRY LIFE."

"SO VENERABLE, SO LOVELY."

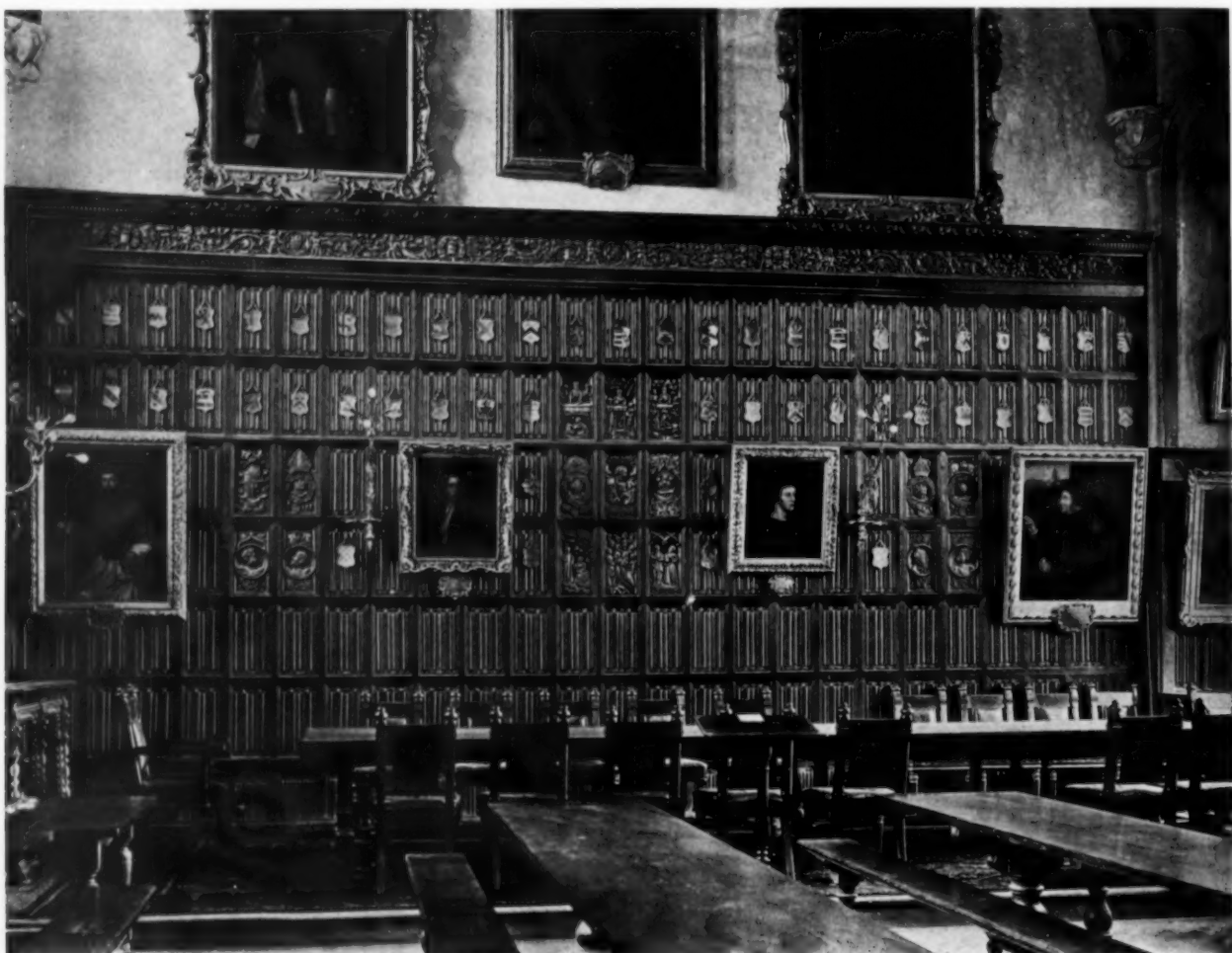
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Leaving the hall we turn to the right, and enter the kitchen—the ancient chimney breasts and timbering of the roof show it as older than the college; a nun's head in stone over one of the doorways marks its connection with the old Hospital of St. John and its sisters—and then pass out to the right into the open, and find ourselves at the little bridge which leads to the Water Walks, those "Water Walks" delectable as the banks of Eurota's, which were shaded with bay trees, and where Apollo himself was wont to walk and sing his lays." So writes, borrowing without acknowledgment, sly knave, from an earlier Magdalen author, the old Oxford antiquary, Anthony Wood. It is worth continuing the quotation. "And of the Rivers here that pleasantly and with a murmuring noise wind and turn, may in a manner be spoken that which the people of Angoulesme in France were wont to say of their river Toure, that it is covered over and chequered with swans, paved and floured with troutes and hemmed and bordured with *crevisses*."

The crayfish have gone some thirty years since, and the trout have given place to coarse fish, but a pair of swans,

The rest of the quotation is also not inapt, including the chestnuts hanging at the due moment of the year "in masses thick with milky cones."

Beneath them is the gate which gives on to the Deer Park, "Maudlin's learned Grove," as Pope in paraphrase of Horace happily called it. The dappled deer couch on the grass, or flicker in and out amid the great, heavy, slumbrous elms, or, when the undergraduates are there to feed them, approach with timid boldness the windows of the "New Buildings," as they are still called. New they were when Gibbon, a precocious lad of fifteen, spoilt by the velvet cap of liberty and the too liberal allowance of a Gentleman Commoner, brought to them his "stock of learning which might have puzzled a doctor, and of ignorance of which a schoolboy would have been ashamed." They were erected about 1730, after designs by a somewhat amateur architect, Edward Holdsworth, a classical scholar, and a member of the college, who had made the Grand Tour and imbibed a taste for Palladio. Of his taste he had the courage. He wanted to pull down all, or almost all, of the old buildings



Copyright.

THE COLLEGE HALL.

"COUNTRY LIFE."

"black but comely," have made their appearance, the steel-blue swallow swoops up and down the stream, and bluer still, the kingfisher may be seen at moments darting by beneath the "barren" or the leafy bush, while the woodpecker, the wood-pigeon, wrens, tits, robins and many another bird fill the bosky avenues with their melodies.

Further on is a straight and level vista where the gentle ghost of Addison himself still seems to haunt the green alley he loved in life; where he discoursed poetry with his "chum" Sacheverell, or meditated perhaps his own version of his favourite Psalm:

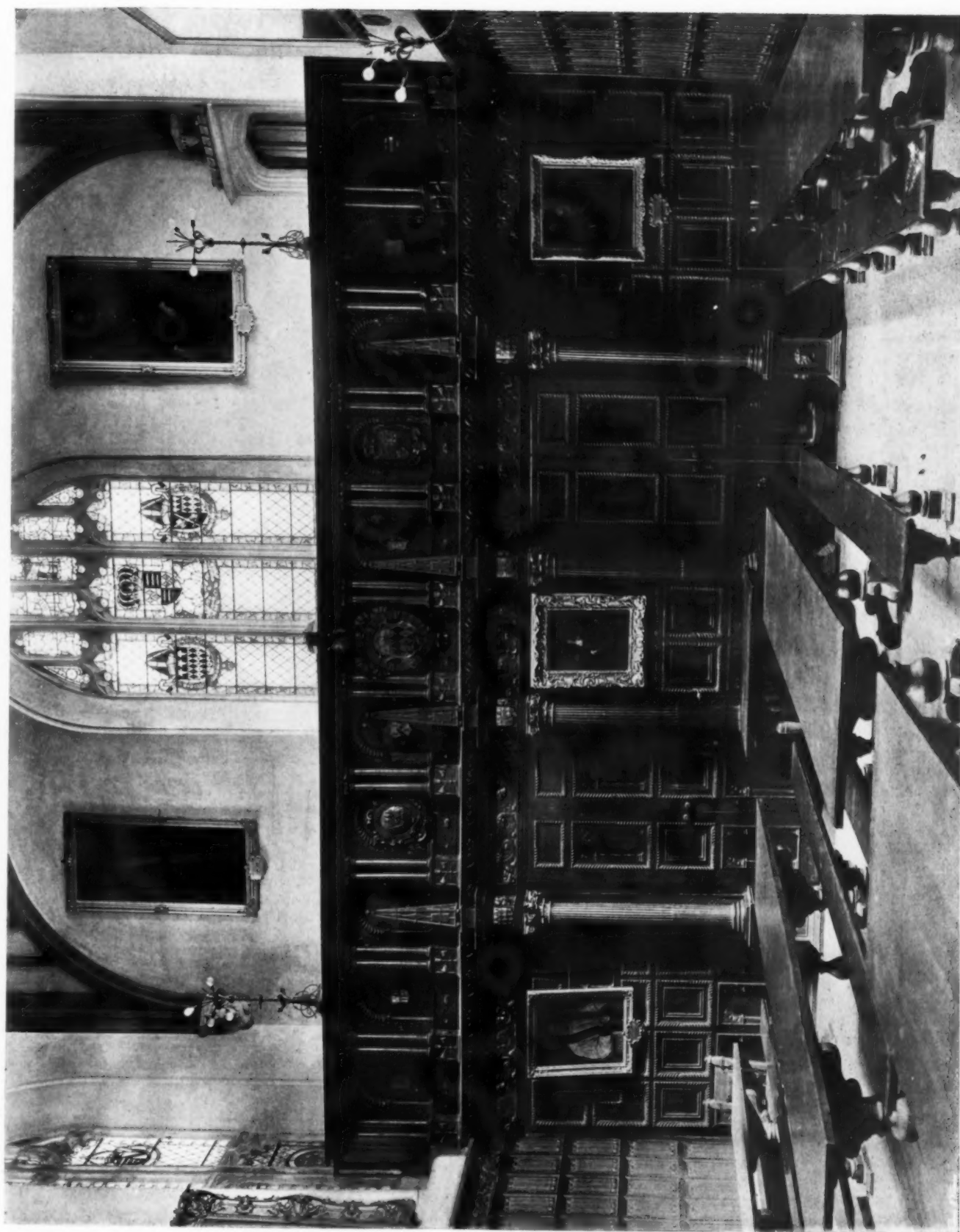
Where peaceful rivers soft and slow
Amid the verdant landscape flow.

At the upper bridge, just before turning round into Addison's walk, the visitor will probably pause and

lean to hear
The milldam rushing down with noise,
And see the minnows everywhere
In crystal eddies glance and poise.

of the college and rebuild in this style, keeping a portion only as the fine gentleman of his day kept ruins in his park. His plans for this project, and the designs for making an "artificial water" in the meadow *à la* "Capability Brown," are still to be seen in the library, as are also the founder's buskins and a fragment of an ecclesiastical vestment worn by him. His mitre and staff which once she possessed, Magdalen, less careful or cautious than New College, has lost.

And so we bid adieu to the fair college of which we have now made the circuit, and pass out again into the everyday world. But before leaving its neighbourhood altogether we would counsel the visitor, if he has yet a few moments, to cross the High Street and step into the old-world "Physic" Garden, one of the oldest in Europe, and looking back remark the felicitous grouping of the Great Tower and thence enjoy that famous view of Oxford which, says Sir Walter Scott in his Journal, "I used to think one of the most beautiful in the world."



"COUNTRY LIFE"

THE HALL SCREEN.

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PASSAGES FROM A SAILING LOG.—II.



A "WIND-JAMMER" UNDER WAY—ON THE PORT TACK.

AS soon as we lost the N.E. Trades we lost all wind of any description. We were now in the zone of light, baffling airs and calms, and here we remained for ten days, practically becalmed the whole time.

We would lie absolutely becalmed for hours, or a whole day sometimes, and then a squall accompanied by heavy rain would strike us and we might move along a bit at the rate of a few knots, and in half an hour's time we might be as still as a log again! Nevertheless, we were gradually, though very slowly, moving forward, or we should never have got out of this calm zone at all.

But the Doldrums are not altogether unpleasant; it is only because of the extra labour they cause in a sailing ship which makes them unpopular. You get nice refreshing showers and all hands are able to get plenty of rain-water to wash themselves and their clothes in. This, on a sailing ship, is quite a treat. I have been growing mustard and cress for the cabin table, and these heavy rains were a great assistance in the gardening line. In the Doldrums you would see us all out on deck in our bare feet catching rain-water in buckets and tubs; also naked figures washing clothes in the scuppers. But these light baffling winds cause a lot of extra work to the crew, as well as a lot of worry to the captain. It means (at any rate with this captain) that the yards are constantly being trimmed, and sometimes we would ware or tack ship, and all this means a lot of extra pulling on the ropes, which Jack takes without a murmur as a rule, though it is hard work.

On October 19th, at 5 a.m., a large four-masted barque was reported on the starboard bow, with no lights visible. She was then close to us, so our captain had to take very prompt action.

He ordered all hands on deck—in case of a collision—did what he could in the way of manœuvring his ship, and showed a flare. By this time the other vessel seems to have discovered us, as she at last showed her green light and manœuvred so as to clear us. Fortunately the two vessels cleared each other, but it was considered a near shave. There was scarcely any wind at the time, so it was more a case of one vessel *drifting* on top of the other as against sailing at any speed into one another, as might have been the case. I was asleep at the time but woke up (through the shouting noise on our ship, I suppose), but thinking that we were merely tacking ship I did not trouble to get up. Naturally I was disappointed afterwards that I hadn't; I should have liked to have seen the whole thing. Doesn't it seem absurd that two ships should nearly bump one another in the middle of the Atlantic Ocean where there is so much room, and where you go for days and days, or even weeks, without even seeing a vessel?

The following day we were in company with three other sailing ships, and one of these must have been the ship that tried to poke us. That afternoon a couple of sharks, through hunger or inquisitiveness (I think the former) followed us very closely, and we caught one of them. A strong iron hook, baited with a piece of raw pork, was fastened to a line and held over the stern, just on the top of the water. As soon as the shark saw this he came straight for it. The captain, who was holding the line, let it reach the bait, which he then pulled up clear of the water. This was to make the shark keen on biting, and after playing his fish this way for a time he allowed him to bite. The poor innocent shark swallowed the pork, and the hook, just



"HEAVING THE LOG," TO ASCERTAIN THE SPEED OF THE SHIP.

as innocently, fixed itself in his jaw. He was fairly caught, and the next thing was to get him aboard. This is done by suspending a running noose over the shark and, at a given moment, slipping this over his tail and hauling him up on deck, tail first. Then a capstan bar is rammed down his throat to prevent him biting, and the sailors set to work and cut him up. Someone keeps the shark's jaw as a souvenir of the event and someone else the backbone. The latter is usually made into a walking-stick. The reason for further dissecting the fish and looking in his inside is to see if he has swallowed a gold watch and chain or anything of that sort.

On October 27th we crossed the Line. We did not celebrate the event on the actual day; in fact, not till a week later, when about seven members of the crew were claimed by Father Neptune and his merry men and duly initiated into the ancient and solemn custom of "crossing the Line." The costumes were not at all bad, but not nearly so elaborate as sometimes, I am told. There was Father Neptune and his wife, the barber, the doctor and several policemen—under an inspector! All these were in proper costume or uniform. Neptune had a big beard and spectacles, while Mrs. Neptune was plainly dressed and wore a bonnet, her beautiful hair being of the same material as her husband's beard and whiskers, namely, rope yarns! The policemen wore oilskins and sou'-westers by way of uniform, with paper stars, etc., on their sou'-westers and paper stripes on their arms, each carrying a fid for a truncheon—a very realistic make-up! The doctor was attired in a brown suit, and a bowler hat three sizes too small for him. He had a Gladstone bag, looking very lean and hungry, which contained his instruments and drugs. These consisted of a stethoscope (made of wire), some extra large pills, made of some deadly concoction, and a bottle of medicine made of soapy water flavoured with jam! The barber was dressed in a white suit, but the barber's clerk wore no particular costume.

All Neptune's prisoners were carefully locked up before the performance started, except one man who escaped and hid himself, and you will hear about him directly. The prisoners were brought out one at a time in charge of a couple of policemen and the inspector, the latter unlocking the gaol



ALL HANDS ON THE TOPSAIL HALYARDS.

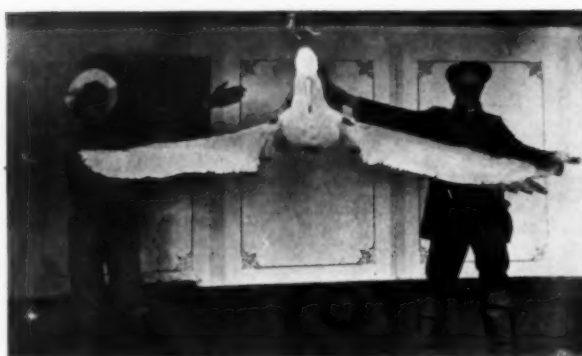


BENDING SAIL.



MAKING UP THE FORESAIL.

door. The victim was conducted to a seat, where he either sat quietly or was held down by the police. The first gentleman to take him in hand was the barber's clerk (or the man who lathers), and having remarked that a shave would improve him, and that the soap he used on his customers was of the highest quality and very good for the skin and complexion, etc., he proceeded to lather not only his face but his whole head, putting as much lather in the victim's ears, nose and mouth as possible! This lathering preparation was composed of Stockholm tar and tallow chiefly—very soothing and refreshing, you will think! Then the barber scraped this mess off the prisoner's face, but not off his head, and he was now fit to see the doctor. The medical man promptly stepped up with his



A FINE ALBATROSS, MEASURING 10FT. 4IN. FROM TIP TO TIP.

mate and the police force, and gently led to the wash-deck tub to have the lather washed off; buckets of water were emptied over him freely, but, of course, this did not in the least affect the sticky tallow and tar composition. Then the wretched prisoner was released, and went off to clean himself. As I have said, one of the sailors hid himself somewhere and could not be found, so they simply went on with the ceremony without him, leaving him till the last, but promising him a double dose when they did catch him.

When it came to this man's turn they started to hunt for him, looking in all the likely places where he might have stowed himself, but he was not to be found so easily. Then suddenly someone spotted him right up on the fore top-



SHARK FISHING: HOOKED AT LAST!

Gladstone bag and, producing a note-book, first of all took down the patient's name and address (and I took note that they nearly all gave false names and addresses!), and after that he gave them a thorough overhauling, tapping their chests with a

gallant yard (the highest yard on the mast), and a shout of victory went up as they discovered their prey. Then several policemen, armed with a rope, gave chase! They tracked their quarry right to the top of the mast, and having fastened a rope round him, brought him down on deck and placed him in the barber's chair. But he was inclined to be somewhat lively, and so had to be held by a couple of policemen during the initiation business, and he got more than his share of this as punishment! I myself was locked up and awaited my turn, but I asked leave to be allowed to photograph the scene and so was let out on bail, and somehow or other escaped altogether!

After all the fellows had been shaved, a procession was formed, and the wash-deck tub, with Neptune and his wife



—AND SAFELY HAULED ABOARD.

hammer and then applying his stethoscope, etc. Then he dived into his lean Gladstone bag and produced one of his pills, which the patient was made to chew well before being allowed to spit it out! (Needless to say, it was very nasty.) After this the doctor would remark that what the patient needed was the "fresh-air-land-cure," but that in the meantime a dose of his medicine would do him good. So the patient next had to swallow a good dose of the soapy water and jam mixture! The doctor having at this stage finished with the victim, he was jointly claimed by the barber and his



"NEVER TO TROUBLE NO ONE NO MORE," SAYS JACK.

seated therein, was pulled aft to the cabin door, the crew singing the well known "chanty," "Whisky for my Johnny!" followed by three cheers for the captain. This was not because they loved him, but simply because they had a deep respect for his whisky, and this is the customary way of asking for it! That afternoon each man got a tot of rum.

Every Saturday, with the exception of one or two, we have had "boat drill" at 4 p.m. I am in the mate's boat (the port lifeboat). On October 29th a steamer passed us in the middle watch (outward bound), and at 10 o'clock that night we came up to a barquentine or schooner and passed her as though she were at anchor! So we felt rather cocky. The next day two outward bound steamers passed us, and we signalled to both and asked them to report us "All well." One of these was a Cardiff "tramp" (one of Tatem's), and it took her all her time to pass us. She was in sight a long time before she overhauled us, and when she got abreast of us the wind fell light, and so she got ahead



CROSSING THE LINE.

Father Neptune, his wife and suite.

the anchors were put over the side and secured, ready for getting into port. The weather now being very fine and nice, with a good fair wind, we had everything in our favour.

But the day before Christmas Day the wind shifted to north, and then north by east, and became almost a head wind. This was naturally depressing, seeing we

then we have had their company every day, and several of these birds have been caught. After crossing the Line nothing of any note happened until November 13th, on which day we had our first day of continuous heavy rain and rough weather. After eight weeks of fine weather, with smooth seas and dry decks, the latter half of which time we had been going about in bare feet and without coat and waistcoat, etc., we took badly to this sudden change of weather.

On December 23rd the mate resumed work exactly three weeks after his accident. The same day



A VICTIM BEING LATHERED WITH A COMPOSITION OF TAR AND TALLOW.

and out of sight very quickly then. The same night a homeward-bound steamer passed us, and at 10.30 I signalled to her with my electric lamp (your present, which has been very useful), and gave her our name and asked her to report us. I failed to get her name, her lamp not being so powerful, I think, and she was a long way off, but I think she was the Wabana.

The next two days the crew were kept busy shifting all the sails. Every sailing ship has at least two complete sets of sails (some have three), and the newest, and therefore strongest, set is always used in bad weather, and the older and patched set (or "suit," as it is called) is bent on in fine weather. As soon as we got into fine weather latitudes after leaving England—say, about Madeira—the best suit of sails was unbent, *i.e.*, taken down off the yards, and the second best suit was bent on in its place. And now, as I say, this performance was repeated, the sails being changed again; and each time it was a two days' job.

On November 11th (Lat. 28-46deg. S.) we met our first albatross this voyage. Since



NEPTUNE'S RAZORS ARE LARGE AND BLUNT.

were so near port. However, that night the wind shifted back on our quarter, and then right aft, so we were very fortunate and quite happy again. Then came Christmas Day. Nothing special happened, of course, beyond the fact that no work was done; grog was served to the men and we got a plum duff for dinner, as we do on Sundays.

On December 27th, at 3 a.m., we passed a topsail schooner, this being the first vessel of any kind we had seen for over seven weeks. At 7 o'clock that morning we sighted the land, and so this was my first glimpse of Australia. We were now getting up towards Cape Otway. We were favoured with an eight-knot breeze and so were abreast of Cape Otway at 11.30 a.m. As we rounded the Cape we passed a B.I. steamer, and this was the first steamer we had seen for two months! That evening (December 27th), at 6.30, we sighted the pilot boat, say, ten miles outside Melbourne Heads, and I happened to be the first to spot her. The pilot boarded us at 7.45 p.m., and told us we had just missed the tide, so we had to cruise about till 10 p.m., and then we made for the Heads. J. B. TOWN.



THE FINAL ACT OF TORTURE.

Seated in the deck tub the victim has several buckets of seawater thrown over him and is then allowed to escape.



PHILIP WEBB designed Rounton Grange for Sir Lowthian Bell in the winter of 1872. His first work was the Red House at Upton, begun in 1859 for William Morris, who made a home there for his bride. As early as 1864 Sir Lowthian had called in Webb to make some additions to Washington, a house in Durham, and from then until Sir Lowthian's death in 1904 these two vigorous and outstanding personalities were much concerned together in building. Sir Lowthian,

indeed, was the steadiest "patron"—the word is used in its best sense—whom Webb found in his long and honourable career.

When he acquired the Rounton property, a farmhouse of no architectural merit stood on the site now occupied by the new house. A scheme of alterations was first devised, but eventually it was decided to rebuild altogether. Both client and architect were determined to use the same site, a decision which it is difficult not to criticise. In order to secure the accommodation needed without the sacrifice of some fine forest trees, it was necessary to make the building of five storeys. Rounton Grange is full of interest; it is, indeed, one of the landmarks of nineteenth century domestic architecture, but if another and larger available site had been chosen, the air of gauntness, inappropriate to a country house, would have been avoided. In studying the building, it is necessary first to understand Webb's point of view. His early employment in the office of Edmund Street, the architect of the Royal Courts of Justice, had given his mind a Gothic bias, which was confirmed by his close association with William Morris. He was an original member of the Morris firm, which started out with high hopes to reconstitute the artistic crafts of England on a new basis of sincerity and beauty. To that wonderful enterprise he contributed a large number of designs for furniture, glass and the like, and his wonderful understanding of animal forms led him to collaborate in the invention of wallpapers and fabrics. As Professor Lethaby has lately said of Webb, "he was born into a great enthusiasm in the early middle period of the nineteenth century, when he fell in with a group of gifted men, who, in an extraordinary way, became one-minded, so that we cannot tell where the work of one man began and the work of another finished; the work of Webb, Morris and Burne-Jones was so interwoven."

Dante Gabriel Rossetti was also of the company, but on its outskirts rather than at its centre. Yet Philip Webb cannot be called the architect of the



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THE ENTRANCE.

"COUNTRY LIFE."



ROUNTON GRANGE: THE GARDEN FRONT.

"COUNTRY LIFE."

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Pre-Raphaelite movement, amid which he lived and worked. Despite his deep friendship and intimate association with Morris, he was too great a man to be confused with his surroundings or to be deflected from his own line of personal development. A man of rare modesty, holding himself aloof from his fellows, marked even, as Mr. Mackail has said, by a "cold austerity," he never sought to influence his generation. He would not allow his drawings to be reproduced; he not only never sought work, but almost shunned it. His sense of the importance, even of the sanctity, of personal work caused him to do almost everything with his own hand. If he had in hand what was for him a large amount of building, he would refuse more, however earnestly pressed upon him.

This grave sense of the high office of the artist was linked with an unworldliness equalled only by his



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KITCHEN COURT.

"COUNTRY LIFE."

vivid independence of character. Money, social pleasures, fame, success, meant nothing to Philip Webb. If his friendships were few, they were of that fine metal which perishes neither with time nor stress of circumstance. On the side of his friends they marked the homage which greatness gathers despite every barrier of reserve. So it is that Philip Webb was the least known of that brave company which affected so greatly the course of artistic development, not only in this country but throughout Europe.

These preliminary words may help to make the reader to see the significance of Rounton Grange. I say significance, rather than beauty or charm, because with all my deep reverence for the work of Philip Webb, I feel that its keynote is to be sought rather in its sincerity and grasp of essentials than in beauty achieved. Webb was one of the pioneers



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THE DINING-ROOM.

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"ROMAUNT OF THE ROSE" TAPESTRIES.

"COUNTRY LIFE."



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SIDEBOARD IN DINING-ROOM.

"COUNTRY LIFE."

who cleared the ground of the wrecks of misunderstood styles with which the first half of the nineteenth century had littered it. He went back to first principles and learned afresh the limitations of materials no less than their ample possibilities. On this foundation truly laid, others have built since with a greater sense of restfulness and perhaps with broader vision of other aspects of their art. His passionate sincerity and the rigid standard by which he measured his own achievement in some sort affected its power to please. Rounton shows this very inflexibility of purpose, a quality great indeed, but not begetting charm.

The house has gone through changes since its first design, and it seems more interesting to reproduce his

domestic quarters in 1896 caused this space to be utilised as a servants' hall.

A much earlier addition had been a conservatory on the east side with access from the dining-room. After Philip Webb had retired from practice Sir Hugh Bell desired to add a big "common room," and this was designed by Mr. George Jack. The old conservatory was remodelled to form a junction room connecting the dining-room with the common room. So much for the chronology of the house.

The fabric has stout walls of ashlar masonry, and the roofs are covered with pantiles with an edging of slate. It is worth noting that Webb's attention was drawn to this characteristic tradition of roof treatment in the North of



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THE COMMON ROOM.

"COUNTRY LIFE."

original plan, which is dated December, 1872, and to describe, in words rather than by a drawing, the later accretions. It will be seen that the main living-rooms are grouped quite simply east and south of the entrance hall, and that the kitchen offices were of rather meagre extent.

Their disposition caused some discussion, friendly as always, but frank and emphatic, between architect and client, and the offices were enlarged as the house was built. The result was the picturesque kitchen court which appears in our third picture. Also before the house was finished the clock tower was added on the east front, an important element which does not appear on the original plan. A feature of the original scheme was the covered way from the west front into the kitchen yard, but urgent need for more room in the

England by Sir Hugh Bell, and that he adopted it at once. The architectural shape which Webb gave to the house is very characteristic of his outlook. Many of the details, notably those employed on the porch, are markedly Gothic, but that did not prevent him giving a classical feeling to the cornices, and to the little pediments over some of the windows. Of the interiors, the dining-room is by far the most characteristic, and is the more important because its decorative treatment shows him in association with his life-long friends, Morris and Burne-Jones. Over the fireplace is a tablet bearing the following inscription:—

This needle work was invented by E. Burne Jones and William Morris and done by Margaret Bell and her daughter Florence Johnson 1880 and if that any aske me whether it be he or she how this booke which is here shal hatte that I rede you here it is the Romaunt of the Rose in which alle the art of love I close.

The frieze on this, the south, side of the dining-room is filled with figures emblematic of the Miseries of Life: Hate, Felony, Vilany, Covertise, Avarice, Envy, Sorrow, Elde, Hypocrisy, Poverty. On the opposite, i.e., the north, side, and above a recess containing a table (itself a noble example of Webb's fine judgment in furniture design), the design consists of dancing figures, symbolising the Beauties of Life: Mirth, Gladness, Beauty, Love, Richesse, Largesse, Franchise, Courtesie. On the west wall the work shows the pilgrim dreaming among the roses in the Garden of Idlesse; on one side he sees himself led by Love, on the other by Danger. The whole scheme is an exquisite expression of the most beautiful of all mediæval dream fancies, and it is no less than a historical monument to the greatest decorative movement which modern times have known. The actual needlework took the late Lady Bell and her daughter eight years. Another of our illustrations shows in detail the very characteristic side-board which Webb designed to occupy the west end of the room.

The last two pictures are devoted to the large addition to the house designed by Mr. George Jack, than whom no more suitable architect could have been employed to complete Philip Webb's work. Mr. Jack was for eighteen years Webb's devoted assistant in all his architectural and decorative activities. The "common room" and the "long room" connecting it with the main body of the house are in perfect

scenes, suggesting the Pleasures of Life. The tympanum of the arch over the fireplace is filled with an interesting scheme of banding in modelled plaster, framing a coat-of-arms.

It is appropriate to refer here to one of Philip Webb's main preoccupations throughout his life, namely, the protection of ancient buildings, and I am permitted to quote from a letter which he wrote to Sir Hugh Bell's father in 1880,



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COMMON ROOM BAY AND LONG ROOM.

"COUNTRY LIFE"

Sir Lowthian had received an appeal to contribute to the restoration of York Minster, and asked Webb's advice as to whether he should do so. This is what Webb said:

I think you may give as many hundreds of pounds towards the strengthening of this very notable building as your sympathy with it may allow, if (and this is important) you can insure that your money will be expended *only* on works for sustaining the fabric.

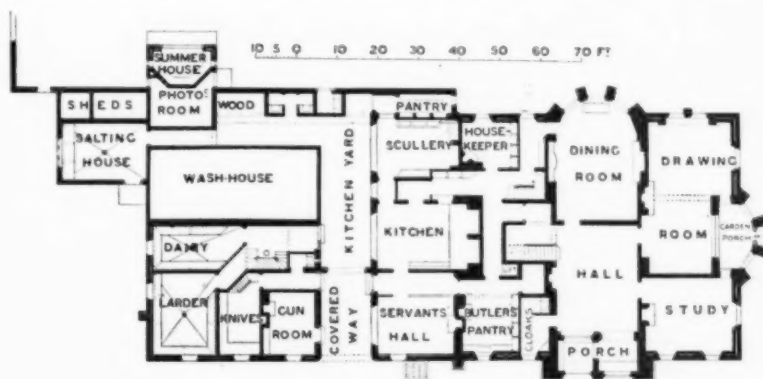
Hundreds of thousands of pounds have been expended on the Cathedrals, the full half of which money has been mischievously used; of recent examples there have been Canterbury, Peterborough, and Chichester, on which a large proportion of the money given by the public has been wasted, in applying incongruous decoration wholly unfitted to the grave and wonderfully beautiful remains of our dignified indigenous art, when the fabrics called for the application of the whole of the money which was got together.

It is but little understood amongst architects how serious a matter it is merely to repair and solidify an ancient building, which is so often just in a state of equilibrium in many of its parts, and requiring attentive watching as each stone is lifted, or additional weight laid on.

It should never be forgotten that dealing with an ancient structure, in the way of sustaining and repairing it, is a wholly different matter to building a new one: "new wine put into old bottles" is a faithful warning.

All this is very sound, and as might be expected from a man who was one of the founders, with William Morris, of the Society for the Protection of Ancient Buildings. It is worth noting that Philip Webb, whose work was so purely individual and so absolutely remote from anything which could be called imitative, was filled with a passion of reverence for every fragment of old work. It marks that devotion to the spirit of the ancient traditions of building which is at its best when combined with a free outlook on the responsibilities of the living artist. His work, like his life, was one long protest against make-believes. For him, art was the vital expression of the ideas and outlook and needs of living people, and not merely a pretty exercise in archaeology.

Philip Webb was of a proud and reserved temperament, which not only shrank from any active attempt to influence his generation, but remained, to the last, in ignorance of the enormous influence which he had in fact impressed on the architecture of to-day. Unfortunately, that very genius of retirement which was so characteristic of him has caused not only the amateur of modern building, but even the architects



PHILIP WEBB'S ORIGINAL PLAN FOR ROUNTON.

harmony with the main building, while yet they have individuality enough to mark them as the product of another hand. On the wood chimney-piece are many pretty fancies, carved by Mr. Jack's own hand. The supporting jambs are decorated with little panels emblematic of the Supports of Life, and illustrate different phases of the great iron industries which Sir Hugh Bell directs. Along the frieze are other little

who have been themselves most affected in their work, to be ignorant of the sources of their inspiration. When, however, the history of nineteenth century architecture comes to be written—and it will be a fascinating and difficult enquiry into a welter of opposing motifs—this

much, at least, will have to be made clear, that Philip Webb was not only, in the words of William Morris, "the best man I have ever known," but one of the most powerful and original architectural thinkers of the nineteenth century. **LAWRENCE WEAVER.**

IN THE GARDEN.

THE LARGE-FLOWERED RAMBLER ROSES.

A STURDY post, some 6ft. high, and clothed from base to summit with the rambling form of that superb pink Rose, Caroline Testout, reminds one that these large-flowered Roses of scandent habit should play a more important part in our gardens during the summer and autumn months. The plant mentioned produces blooms equally as large and full as those found on the original bush forms, but in such quantities that one need not hesitate to gather them lavishly for the house. Many of these large-flowered rambling Roses also blossom earlier than the majority of the cluster varieties, and, what is even of greater importance, frequently give a good display well into the autumn.

Until quite recently they formed a set quite by themselves, but at the recent Chelsea Show a magnificent scarlet Rambler, that attracted and held the attention of every Rose enthusiast who visited the exhibition, proved that hybridists have been crossing the large-flowered Roses with the clustered wichuraiana set. No doubt the new variety in question is the forerunner of a race of Rambler Roses that will embrace the vigorous growth of the Japanese section with the large flowers of the hybrid Teas, a marriage that ought to give us some very useful and interesting garden Roses, plants that will ramble freely and give us clusters composed of several large, or moderately large, hybrid Tea-like blooms. In the meantime we ought to make the best use possible of the large-flowered ramblers that we have.

Although the majority of those that I will name are only vigorous enough for pillars, some grow so rampantly as to induce one to give them a place on the pergola or a wall of the house, where their sturdy growths can travel over a considerable space and produce flowers by the hundred. As an example of this vigour the illustration of Conrad F. Meyer will serve well. The photograph was taken in an Essex garden on June 2nd of this year. At that date the plant, only a small portion of which is illustrated, was over 9ft. high, yet it was planted as recently as February, 1913, when it was obtained from a nursery and cut nearly to the ground level. It is a hybrid rugosa Rose, and the large, exquisite blooms are a beautiful shade of silvery pink, emitting the true Rose fragrance that everyone appreciates. What better plant could one have for surrounding, as this does, the doorway and dining-room window? Keeping it company on the other side of the doorway are Gloire de Dijon and Grüss an Teplitz, a twain that every rosarian loves. Both have large flowers, both are fragrant, the former having the true Tea Rose scent and the latter that so characteristic of crimson Roses, and both bloom over a very long period. Indeed, Gloire de Dijon is about the first to open, and once it starts, a well grown plant is never without flowers until the frosts come in autumn.

Some Hints on Management.—This is not the time to go into details concerning the treatment of soil and planting. These are better dealt with in autumn, but in passing one may, perhaps, just throw out a reminder that the soil must be good, even more so than for bush Roses, as rapid growth during the first two or three years is more desirable than quantity of blossom. A complaint that is usually made by those who grow large-flowered ramblers is that after a year or two the plants become bare for several feet from the soil. There is no doubt this is a serious drawback, yet it is one that is easily overcome. It may be done in two ways. One is to unfasten several of the

rods at pruning time, bend them over arch-wise and tie the end of each to a peg thrust in the earth. They remain thus until the lower buds have burst and have made shoots several inches long, when each rod may be fastened back in its original position. A more convenient way, where there are sufficient rods to allow it, is to leave a number nearly full length and to cut others at varying heights. Thus one could be cut to within 3ft. of the ground, another 4ft. 6in. and another 6ft. Treated in either of these ways, there will not be any more cause for complaint regarding bare bases of pillars, arches or walls. Unlike the wichuraiana Roses, which are best pruned when the flowering is finished, these large-flowered ramblers are to be cut in spring, just before the bush Roses are pruned.

The Best Varieties.—In addition to those already mentioned there are a good number of scandent Roses with large blooms, and I will name those I consider the best.

The word "climbing" is used as a prefix to such varieties as Liberty, as it will be found in practically all catalogues, though the purist will know that it is wrong. " Rambler " is a much better term, and the word "climber" ought to be reserved for such plants as Clematis and Virginian Creeper.

Nova Zembla.—This is a white-flowered counterpart of Conrad F. Meyer, already described and illustrated herewith. It grows vigorously, and its large blooms, which open pale blush and change to white, are sweetly scented. Good for pergola or wall.

Ard's Rover.—A beautiful crimson-flowered and sweetly scented Rose with large, handsome foliage. Rather subject to mildew in autumn. Pillar or wall.

Longworth Rambler.—Like the old Gloire de Dijon already referred to, Longworth Rambler continues to bloom over a very long period. With me it started the first week in June, and past experience leads me to expect that it will not be without flowers until well into the autumn. They are bright red in colour, and are borne in clusters of several blooms. Pillar, arch or pergola.

Mme. Alfred Carriere.—This charming and sweetly scented old white Rose makes a fitting companion to Longworth Rambler. It is almost continuous flowering, and will grow in almost any soil or position. It is one that is disposed to go bare at the base, and should be treated as advised above. Beyond that, hard pruning is not advisable. Pergola, arch or red wall.

Bouquet d'Or.—This may be regarded as an improved Gloire de Dijon, its buff yellow blooms coming a better shape. It is not, however, so free-flowering. Pergola, pillar or south wall.

Cheshunt Hybrid.—An old but very fragrant Rose that still deserves a place. The colour is cherry carmine, but when exposed to strong sun takes on a rather objectionable magenta hue. Pillar or west wall.

Florence Haswell Veitch.—A comparatively new Rose, with exquisitely shaped and fragrant flowers of glowing crimson colour. It flowers early and continues over a long period. Pillar.

Gustave Regis.—When discussing this Rose with Mr. E. Mawley, the president of the National Rose Society, some months ago, he confessed his inability to grow it satisfactorily. Enquiry elicited the fact that it had been treated as a dwarf bush. It should be grown as a pillar or over a low fence. Although not over large, its nankeen yellow blossoms are exquisite and particularly good for buttonholes. Flowers well in autumn.

J. B. Clark.—This is a very large-flowered Rose of cherry red colour. The fragrant blooms open early and continue for a long period. Pillar.

Juliet.—Although this fragrant variety does best when the growths are permanently pegged down, it succeeds well as a pillar, providing the shoots are tied down after light pruning until growth is well advanced. The colour is bright rose, with old gold on the reverse of the petals.

Climbing Lady Ashtown.—A very good pillar Rose, with deep pink, fragrant flowers. Rather subject to mildew.



LARGE-FLOWERED RAMBLER ROSE, CONRAD F. MEYER.

The photograph was taken on June 2nd.

Climbing La France.—The ordinary La France is a silvery pink Rose, too well known to need description. The scandent form is its counterpart in every way except habit. Pillar.

Climbing Liberty.—This and the rambling form of Richmond I have not, so far, been very successful with, though I have seen them doing well as pillars. Both are beautiful glowing crimson flowers of exquisite shape and fragrant. If really vigorous forms can be secured they are well worth growing.

Mme. Isaac Pereire.—This is an old Bourbon Rose that is worth growing for its delicious fragrance. The large blooms are produced freely, but they are of poor shape, and the rather dull rose-carmine colour is somewhat objectionable. It grows vigorously, and makes a good pillar.

Climbing Mrs. W. J. Grant.—Except in habit, this is a counterpart of the bush form, the large, deep rosy pink blossoms being produced in abundance. It is one of the earliest to flower, and excellent for pillar or light-coloured wall.

Zephyrine Drouhin.—This is commonly known as the thornless Rose, as its branches are devoid of spines. It is a beautiful variety for a pillar 5ft. or so in height, producing its bright carmine pink flowers in great profusion. They are exceedingly fragrant, and the Rose deserves to be much better known.

A BEAUTIFUL AND INTERESTING PÆONY.

In addition to being an exceedingly beautiful hardy flower the Pæony illustrated herewith, and named *P. officinalis lobata*, is of considerable interest. It has been known in this country for nearly eighty years, possibly longer, because it was illustrated

in Sweet's "British Flower Garden" as long ago as 1838. It has, undoubtedly, been in cultivation in this country since that time, yet it is seldom found in gardens, and even the collection at Kew does not at present contain a specimen. It was brought to my notice a few weeks ago by Mr. F. Gifford, of Hornchurch, Essex, who sent an invitation to go and see a bed of well over 100 plants that were carrying a total of something like 600 flowers. Although used



PÆONY OFFICINALIS LOBATA.

A very beautiful and little known hardy flower.

to seeing beautiful flowers, I do not remember coming across anything more charming than this bed. The blooms are about 3ins. in diameter, and their colour may best be described as glowing orange-scarlet or, in the deepest part, tomato red. In addition to this wonderful colour the flowers are exceedingly graceful, and their shape is well shown in the illustration. The foliage is finely lacinated, and the flower stems attain a height of about 18ins.

F. W. HARVEY.

THE FLEMISH SYSTEM OF POULTRY REARING :

SCIENTIFICALLY IMPROVED.—VI.

BY BELLE ORPIGNE (FORMERLY MADAME B. ALBERT JASPER).

I HAVE tried already to convince some breeders I visited that they were spoiling the quality of their table fowls by their crossings with birds of Asiatic origin, and that they were putting on the market by this procedure a number of inferior birds. I urged them to take in hand again, and breed exclusively from, their good and beautiful Sussex, Kent or Surrey fowls, but to my numerous objections I was told that the crosses made with Indian game birds increased size and gave more breast meat and hardiness. I know that, but nothing can be so detrimental to table production as a cross with such birds. I tried to show them that the size obtained from this cross was synonymous with coarseness of skin, quality and colour; that the breast meat of such a cross was of a dry, short, fibrous texture; that the legs were too tough because of too much muscle; that the skin of the legs was dark in colour; and that the produce of such crossings lost the juicy, tender and white flesh of good birds. Weight has never been a test of excellence, and a medium bird, every morsel of it good, would be a less expensive one in the end, even if more had to be paid for it. The legs, I was told, were given to the kitchen. In France the legs are very much appreciated; many people prefer them to the breast, as being less dry, but juicy and tender. I told them that French and Belgian people would never accept those high, coarse, yellow

birds; that here, as well as in France, the really good birds were the white-legged and white-skinned ones; that the Surrey fowl and the beautiful Dorking (this last one always regretted by the poulterers, who complained to me of its disappearance) were the birds to breed from for table purposes; that to do so would be the only way to become self-sufficing, and avoid importing the first quality of table fowl from France and Belgium any more. I told them that thousands more of good quality birds were always wanted here; that there were never enough. I told them that there were already too many of that low class bird on the market, on account of the egg production obtained in this country, especially from birds of yellow legs. I added that the standard, the quality of table fowl, was falling every day; that it was really useless to lower it by breeding for the table from these birds.

I have just returned from Sussex, where I have been, under the patronage of the Board of Agriculture, to visit several fattening establishments. I saw there, among the beautiful Sussex, numbers of low-class Irish birds. Evidently, if there were enough good fowls, the fatterer would not take the trouble to fatten these birds. They cost him the same food and labour as good ones, and certainly do not bring in the same profit. Supposing that for hardiness crossing is absolutely necessary, good white-legged birds

could be crossed together. I told them that the old English White-legged Game would answer this purpose splendidly; that the French faveroles—imported direct from France, without having passed through the hands of the fancier, who improved it by increasing the size, but spoiled the quality—would make a splendid cross, etc.

Among the many replies that were made during those conversations, I heard several times: "But we are advised every day by poultry experts to cross with these birds." Alas! it is but too true, and it is a great pity. I quoted to them a saying of Mr. Harrison Weir, a very famous and clever breeder. "No greater curse," said he, "could have come to our homestead poultry than the persisting, crazy howl for cross breeding."

I was also told that American people have no objection to yellow-skinned birds, but, on the contrary, preferred them. It may be so, but American people are far from being good judges in the way of cooking. Apart from rich people who can afford to pay high wages to their cooks, their meals are mostly composed of *delikatessen* and preserves, and for my part I prefer to rely on French taste. Such crosses do not produce the uniformity of production, the evenness in growth and in quality, that is required in a commercial undertaking.

I know people are very often prejudiced against the opinion of a foreigner. I wish my readers to realise there is no *parti-pris*, no peculiar mood of mine in my criticism. I want them to do better than is done now, to understand the logic of my explanations. I know the business of which I am speaking thoroughly, and I am able to tell them the mistakes to be avoided, the errors that they make when, for example, they couple together the production of eggs with production for the table, etc.

To give more weight to my assertions, here again are the opinions of Mr. Harrison Weir, whose book has been deeply interesting to me. In his accurately informed work, "Our Poultry," he himself quotes many opinions of celebrated poulterers and breeders which strengthen and confirm my own. It is highly regrettable that his serious advice, written fifteen years ago, has not been taken more into consideration. "At Leadenhall Market now," said Mr. Harrison Weir (speaking of the quality of the actual bird on the market compared with previous years), "the change is but too apparent, and the diversity of form, colour, coarseness of flesh and fat, with shanks and skin of varied tints from light to dark, the former often black, brown, green, blue and yellow, and each with a different anatomy from the next; but when the non-appreciating public cry for size and bones, the higglers and fatters will, of course, so trade as to meet such demands." Further, speaking of the nearly disappeared excellent Dorking table fowl, he writes: "One of the greatest evils that befell the large, well formed, active table fowl of the Southern Counties was the introduction of the Shanghais or Cochins. The higglers brought to our homesteads cockerels of the new breeds in exchange for the old time-honoured birds, and prevailed on many of the Kent and Sussex farmers to cross them with the great old fowls that before were the perfection of the barndoor breeds. The beautiful Dorking and the English Game fowl are the true British poultry. They are racy of the soil, and come down to us, like many other good things, from a remote antiquity. If it were possible to engraft the hardihood and quality of the latter upon the size and early maturity of the former, perfection would be obtained. The veriest gourmand would ask no more, for there would be quality and quantity to satisfy the most capacious and capricious of appetites. Tenderness and plumpness would go hand in hand with juiciness. Fifty years ago the Dorking was of such superb excellence that it had achieved for itself a world-wide reputation. This is now contradicted by the modern breeder; but, if it was not so, why was it eulogised by everyone, and pronounced by the unbiassed thinking men as perfect? No other fowl of its size could compete with it for sterling merit as a table fowl, and it was by no means despicable as an egg producer. . . . One of the best sitters and mothers, its chickens coming early to maturity, and even while growing, fattening easily."

Later on, writing about the Kent, Sussex and Surrey fowls, he said: "Why cross them? Why not have used every precaution to keep the blood pure and true? A bird that, with its congener, the old English game cock, has been the pride and boast of our English farmsteads for hundreds and hundreds of years. Years and years ago I protested against the reckless way in which foreign crosses were introduced, and not only that, but by the advice of persons said to be authorities in respect of pure and proper methods of

breeding poultry and other kinds of living stock; and also that the prizes were still awarded to breed unmistakably cross-bred, these being bought by the unwary and ignorant, as far as poultry was concerned, as pure bred, who were told and urged to cross again in another direction. So confusion has grown more confounded."

Mr. Harrison Weir also writes in his book: "Edward Bond, the greatest naturalist, when he saw the first Cochin, said: 'There is the ruin of our English breeds of fowls, for credulity always lacks sense'; and never were his words more true or exemplified than now."

How much I wish my English readers would meditate over these sensible, and, alas! too true quotations. It is time, indeed, to take serious measures. From these extracts we see that the evil does not date from to-day. Of course, we all know that the pure breed of the past and present day have been the result of several, but, happily, better crossings made in remote times; but once a breed has been fixed, do not introduce any more combinations of strange blood, which will too often bring unknown and detrimental elements and crowd the market with bad table birds. If only those crosses were made by breeders possessing knowledge of natural laws, and not by the blundering, unscientific modern and hasty method of procedure in the way of crossing and recrossing with bigger, coarser and dryer-fleshed birds, the peril would not be so great; but, unfortunately, it is not the case. The result is a terrible mixture of birds, whose several crossings can no longer be traced by their owner.

I am afraid this mania of making new breeds or new crosses is already too deeply rooted in the English brain to be easily changed. A bird should be chosen for table production, of any kind preferred, so long as it possesses the quality of a table fowl; but once chosen, stick to it. This bird should not have been in the hands of the fancier, and no exhibition points should intervene. It should be bred regardless of the colour or the artificial points of the standard, because all birds have been, and are still being, more or less spoilt for practical purposes by observing these points. Such crossings should be avoided in commercial undertakings, not only because they complicate the work, but because the introduction of an inferior fowl, for the sake of increasing breast-meat or size, can only spoil the quality. *The introduction of an inferior bird will never make a better one.* This is so logical that one would think it required no explanation.

To satisfy the German *clientèle*, who wanted a bird of large size, we had, in Belgium, to increase the size of our grey Concon de Malines. We did not introduce an inferior bird for this, but crossed with the Combatant de Bruges, or Bruges Game, which possesses white skin and legs, and is very similar in quality to the old English Game. Belgian people, in order to make a big bird, do not have recourse to a yellow-legged one. The lack of comprehension of what a table bird should be is to me incredible. I saw several times how the *petits poussins* were produced in this country.

A month ago in Hampshire, where I went to visit some poultry farms, I came across a gentleman, who, though intelligent and very keen on poultry, devoting his time to, and obtaining his living from, the production of *petit poussins*, was breeding for this purpose from white Leghorns. His little birds were very well kept, and charming to look at; but the breed is quite unsuitable, and of inferior quality for the production of milk chicken, asparagus chicken or Hamburg chicken—all those small birds which are called in France *petits poussins*. How can it be possible for people to realise that they are doing wrongly when, as I did myself, they read advice in poultry papers every day to breed *petits poussins* from the Leghorn breed. Such advice should not be given to ever-credulous, because very often ignorant, readers. This class of production (*petit poussins*) requires better elements in order to be profitable, and I am sorry to say it is no more understood by many people than the production of a good average table fowl. We get it quite differently, and it is a very remunerative product. We produce it from the cross of a Breakel cockerel or Campine, with our Concon de Malines hens; the same cockerels crossed with the Sussex fowl, or, better still, if possible to find them, with Dorking hens, would breed a superior and early maturing chicken.

Supposing for one moment the Dorkings of to-day lack vitality (which I do not believe, otherwise the breed would not have held its own for centuries), the introduction of Breakel blood imported direct from Belgium would give it to them. The desired results can be obtained with

any other table fowl possessing white legs and of early maturity, but our crossing makes a quickly feathered, plump and superior little bird, sold generally at four or five weeks old, according to the weight required. Thousands of these chickens are in demand in Belgium and in France; a single house in Brussels asked me for 40,000 of them yearly. I had to decline, because I keep to the chickens in which I specialise.

We feed our *petits poussins* and our chickens for table in quite a different way to those bred for laying or breeding purposes. In England people do not make any difference in the feeding. We are not so wasteful, and we know how to bring them to maturity in a much quicker way with a far better result. The Leghorn *poussins*, to which I referred above, were just half the size they would have been by our method of feeding.

CONSIDERATIONS ON THE SUBJECT OF FEEDING.

My chickens coming out of the incubator room are brought to the brooder house No. 1, where they remain thirty-six hours without receiving food. Were they born, for example, on Monday night they would receive nothing till the Wednesday morning. Close study concerning the time they have to fast has proved to me that this number of hours was necessary to permit them to digest the yolk of the egg that Nature has provided for them in the shell. Their first meal is given to them on the white wooden stairs of the rearer. Those interested in poultry matters know that the chick in the shell develops from the white part of the egg, but an ordinary person does not know this. The mistake of many articles is that they are generally written for those who know, and consequently are very often incomprehensible to those who are only learners. The yolk of the egg remains intact in the shell till the moment of hatching. It has to be the first food of the little bird. For this reason it is always a dangerous process to help the chick to come out of the shell. If the absorption of the yolk which takes place through the umbilical cord is not completely done, the chick will die from this intervention; and if the little creature receives food before the complete digestion of the yolk, it begins life already handicapped. Thousands of chickens are killed every year, through fear of their fasting too long. The ideal and most complete food for them is the yolk, which contains protein, fat, lecithin, etc.

When I began poultry keeping I knew no better than to copy everything, good or bad, that was printed; but, helped by my great love for the birds, I soon realised that the food which I gave them was not in many cases what it ought to be. Some chickens develop bowel troubles, enteritis, white diarrhoea, etc. The food I used was a sort of custard made with infertile eggs, to which milk, bread, greenstuffs and sand were added. It appeared to me very strange to have to give them this sort of food, no hen ever having cooked eggs for her brood. But it was printed, and I thought I could do no better than follow the directions, though several times I asked myself whether I should not try something else. My doubts were suddenly confirmed by a very interesting study and illustrations of a dissected chicken that I found in the *American Reliable Poultry Journal*, in which the deaths of the chickens were attributed to the agglutinated cooked albuminoid of the egg, i.e., the white part of the egg. Particles of this matter were found undigested in the bowels, and they were the cause of the inflammation. In their tender days all chicks have not the same dissolving power of the gastric juice. Those that were lacking in this respect became ill. It was enough to enlighten me. From that very day I resolved to study what would be the most suitable food for them and never trust books or advice any more. I plunged into chemical feeding, and I found there invaluable treasures, some of which I am pleased to share with my readers. The peasants, as well as the commercial establishments for the rearing of chickens in Belgium, give them the custard referred to above, and continue to do so. I could not make up my mind to suppress the giving of eggs completely, because of the valuable effect of the lecithin on the feathering, and the protein matter of the yolk; I knew that Nature wanted them to have it. So I separated the yolk from the white, and as the white, being an albuminous matter, was too valuable a food to be lost, I gave it with great benefit to the young pigs. I made different tests, four of which are given below. These tests were made on hundreds of birds, and every test for several months, which means that thousands of birds have been subjected to them. The chickens were kept under the same conditions, the same number were placed in a similarly constructed rearing; the temperature, the litter, the exposure, the

age, the quality and the breed of the birds being absolutely the same, and all of them in the same brooder house.

Pen No. 1 received the ordinary custard (with the exception of the white of the egg, which I had omitted) cooked with milk, to which brown bread, greenstuff and sand were added. Pen No. 2 received brown bread soaked in milk, the superfluous milk being afterwards squeezed out with the hands, greenstuff and sand. Pen No. 3 received brown bread only, finely granulated, no milk, also with the addition of greenstuff and sand. Pen No. 4 received the yolk of the egg, hard boiled and then passed through a sieve in order to make tiny particles of the yolk, greenstuff, sand and no milk. Then I watched the results.

As soon as my little birds saw the food on the stairs—as they were very hungry they had splendid appetites—they began to eat. I could not detect at first the slightest difference. The second day in my establishment the food was already given in troughs, then the results began to appear. The birds of pen No. 4 were most particular to pick out the little yellow particles, and only when there were no more did they eat the bread and greenstuff. This indicated to me their greediness for it. The result was that sometimes the bread remained in the troughs. It will be noticed that this food is nearly the same as pen No. 1, with the exception of milk in the food. Milk is given to them to drink. It was absolutely wonderful to see how quickly they developed and feathered. They were eating more of the egg than the first ones, these being obliged to eat bread with it. The food left over in the troughs always being removed, it is evident that the food left over in pen No. 1 had in it a certain proportion of egg that had not been eaten. On the contrary, in pen No. 4 what was taken away was bread and no egg. As soon as I realised their fondness for the yolk, I found out what I wanted to know, namely, that they could eat a great quantity of egg without having the slightest bowel trouble.

I knew that I could continue with benefit to give egg without fear, which is not the case in the other way, when the white part of the egg is cooked in the custard. The birds were in splendid health. For ten days I continued to feed them in this way; then, for the sake of economy and other reasons which will appear later on, I replaced the bread with a part of what is, I think, called sharps or pollard. An equal quantity of barley meal was added to replace the bread, which was little by little discontinued, as well as the egg. The barley meal was sifted, the husks being removed for five days. The birds at the end of this time being a fortnight old, the barley meal was no longer sifted. In our country it is not so finely ground as in England.

(To be continued on July 10th.)

WITH THE FRENCH ARMY.

THE title of Mr. Philip Gibbs' new book, *The Soul of the War* (Heinemann), is, perhaps, rather misleading; for the "soul" of a war ought to mean that which animates it and makes it live, whereas the term is used here in other senses, either for the feelings of the combatants or for the truth about the war. The writer wishes to tell this truth frankly and so "to tear down the veils by which the leaders of the peoples try to conceal the obscenities" of war. But it would be unjust to pretend that such is the present object of Mr. Asquith and Mr. Lloyd George; and the value of this book consists in the view which we get of the exterior aspect of the war. In fact, "The Body of the War" would have been as good a title.

The author is a journalist who was sent by one of the London papers to France at the end of last July. He was in Paris during mobilisation and then went to Nancy; but war correspondents were not wanted there, and he soon returned to Paris. He says little or nothing of the defeat which hurled the French armies back from before Metz, and of which so little is known. He was in Paris when the Germans first swept down upon it and then swerved aside; he moved backwards and forwards in Northern France, and he spent some time in Belgium, where he brought wounded Belgians out of burning Dixmude and carried them through bursting shells in a motor ambulance to the convent-hospital at Furnes. In general, he saw much more of French soldiers than of our own; but he watched the battle of Neuve Chapelle. He seems to have finished his book before the Germans began to use gas, as there is no mention of it. Like other war correspondents, he was generally prevented from seeing any operations of importance, and had to pick up information from stragglers and civilians. About the French Army, officers and men, he has a good deal to tell which is new to the English reader; and his book is interesting, chiefly because nothing about this war can fail to interest. But the style is not attractive: it is too florid and too slipshod; "incredibility" should not be used for "incredulity" (page 3), nor "transmigration" for "migration" (page 99), nor "glimpse" (verb) for "glance" (page 164). When the author means that a street under fire was dangerous, he says: "I did not like the psychology of this street"; one may allow a soul to a war, and yet deny a psychology to a street. In fact, a good deal that may pass in a newspaper takes a different aspect in a book, where one looks for clear thinking and correct writing.

WASTE LANDS AND MODERN METHODS OF RECLAIMING THEM.—II.

By HENRY VENDELMANS, ING. AGRIC.

NO one doubts the importance of bringing waste land under cultivation; the question has become one of practical politics in England. The point, therefore, is to maintain the movement, arouse enthusiasm in it, and encourage the willing to carry on the work in good earnest, by studying the matter carefully, by judiciously choosing the ground, so that failure, and miscalculations which might arrest the movement and hinder its progress, may be avoided.

Moors are among the most interesting of uncultivated lands. First, because of their vast extent in England; secondly, because of the ease with which they may be treated; finally, and especially, because profitable results are easily obtained. In the term moor (or heather land) we may include, besides heather land properly so called, great expanses of bare and shifting sand, inland sandhills, and marsh land, because these various kinds of ground are often to be found side by side on the same estate. They have a common geological origin and often common constituents. They require to be dealt with in ways which are identical, similar, or complementary one to the other. It is, therefore, on the study of heather land that we shall concentrate our attention, especially because there cannot be pleaded against its cultivation those two chief arguments which are so often urged here, and which have so often served as an excuse for inaction, viz., climate and the cost of production. For the climate will be, on the whole, favourable, and the cost of production will not be great when the enterprise is judiciously carried out. Altitude rarely offers any obstacle to cultivation. The farming of heather land does not require any special kind of labour, nor does it cost much, and the raw materials employed are easily procurable. Moreover, it requires a comparatively small capital, because the sum necessary for the working and improvement of the land will be almost, if not entirely, realised by the end of three, four or five years, when the worker will possess a piece of land

admirably prepared and considerably enriched for practically nothing. In favourable cases, which are by no means exceptional, the reclaimed land can easily be sold at a profit. It has been so on the Continent, and there is no reason why it should not be so in Great Britain. A moderate capital is required, but the amount of money invested is really very small when compared with the increased value of the land.

We may, therefore, proceed on the following principles: All uncultivated land is worth being farmed, because it may with advantage produce other things besides heather. All heath land may be improved; it may be improved on sound business lines; it may be improved without the help of farm-yard manure. There will be an opportunity of studying what can be derived from it later. Now we shall proceed to

THE EXAMINATION OF THE GROUND.

As we said earlier, a study of the ground is of the first importance; we shall devote to it, therefore, the most careful attention. The ground must be studied methodically in every point. If there is not a plan of the estate the approximate contours should be put down in a note-book for purposes of reference, so as to indicate its situation and aspect. We should take into account the general appearance of the land, whether it be undulating or flat; and if possible, the relative level should be indicated, so as to show which is the high land and which the low, and what are the intermediary points. The general lie of the land will often permit the expert to decide what is the best method of drainage without having recourse to taking the water level. Nevertheless, if it is necessary, the water level should be precisely ascertained.

It should be noticed that drainage is nearly always the first thing to undertake in cultivation, and frequently some simple drainage work has been sufficient to bring about a notable change in the vegetation produced upon the ground. This is but natural, since if the water is held in the land without



AWAITING RECLAMATION.



BURNING THE HEATHER.

any outlet it produces a certain injurious acidity, preventing aeration, and the resulting decomposition of the mould and nitrification. There should also be taken into consideration the existence of permanent or temporary marsh land and the quality of the natural vegetation; the mere aspect of the estate frequently suffices to indicate the latter. We should notice also the presence, the absence or the proximity of watercourses, into which stagnant water might eventually be diverted, or perhaps these rivers might later, after the erection of dams and provided the water be good, serve for purposes of irrigation. There are splendid examples of the irrigation of heather land on a large scale.

It will also be necessary to examine the soil and subsoil very carefully. In order to do this we must proceed in the following manner: With a spade or shovel dig small holes at regular distances. Arrange the earth dug up round the hole, beginning the deposits on the left side with the surface soil, continuing with the middle soil, and finishing on the right with the deepest. The last or fourth side must remain in a very clear section, and no soil must be heaped up here, so that we may see in easily and examine in detail the superposition and the respective thicknesses of the strata of earth, the samples of which have all been arranged handily.

We shall then carefully study the different layers of earth deposited there. We shall handle the earth in order to arrive at the size of the grains of sand or of the nature of the soil. If, for instance, it is soft to the touch, it is clay. We shall also notice the presence, the abundance and the thickness of the mould. We shall note the fineness or the coarseness of the grains of sand. We shall observe the presence of tufa, brown or black, the depth at which it occurs, as well as the presence of the layers of blue loam, which is impermeable, or of iron ore. The sand will be impermeable according to the coarseness of its grains, very fine sand producing thick, impermeable layers.

The colouring of the sand will indicate the absence or the presence of certain secondary elements. White sand is pure, grey is mouldy, yellow or red shows the presence of iron, a greenish colour of glauconite. The presence of these other elements, layers of clay, of tufa, etc., indicates the origin of the geological formation of the land, its value and its permeability. There will also be noticed on the surface and in the ground which has been dug up pebbles, rolled

or otherwise, and their numbers and size may effect the cost of clearing the land. The presence of shells also will be noticed. If they exist, then the land will be calcareous and contain phosphoric acid. The holes should be dug to something like a depth of 15in. But in certain places one may dig deeper in order to discover if by chance there exists other matter which may be used in commerce.

If the ground contain brick-making clay and if in the neighbourhood there exist means for transporting coal and chalk, and for conveying the products to market, the establishment of brick kilns and cement factories might be considered. In some countries fortunes have been made out of heath land. If the presence of that kind of sand used in the making of glass be discovered, it might possibly be worked for commercial purposes. Search also should be made for peat for burning, for litter for horses, for poultry yards and for horticultural purposes. The presence of iron ore should also be considered. The existence of a good layer of black earth near the surface is very good for agriculture. The quantity of clay in the subsoil should also be ascertained. An hour after the digging of the holes they should be examined in order to see whether they contain any water, and if so how much. Having studied the soil and the subsoil, we shall proceed methodically to traverse the whole estate, considering the vegetation, which is often a very striking indication of the nature and the value of the ground with regard to its relative wealth in certain elements and to its physical qualities, its permeability and its acidity. The absence of vegetation indicates shifting sand, the movability of which affords no good growing ground for plants, because their roots are uncovered by the wind. After being fixed by some very simple means, however, it may serve for fir plantations and sometimes on sandhills for agriculture.

Ling, heather and the Purple Moor Grass (*Molinia caerulea*) indicate land suitable for culture or for fir plantations, according to the proportion of the mould, the quality of the sand and the value of the subsoil. The presence in its natural state of broom indicates a soil relatively rich in phosphoric acid. It is, therefore, good land for cultivation. The heather-thorn and blackthorn indicate a soil of good quality, so also does the little spergula.

In Belgium the blue gentian and the Sundew are a sign of the presence of water, but also of good ground, acid, suitable generally for meadows and arable land after it has been well prepared. The myrica gale indicates a good

soil. The carex, long-haired moss and the sphagnum indicate an acid soil with an impermeable subsoil, land which wants improving, but which may often be very easily converted into good meadows.

Marshes may in many instances be transformed into very good land. Such ground often produces juniper trees. This indication, therefore, may be very valuable. The presence in large quantities of heather, of blackthorn, of myrica gale and of broom may offer obstacles to ploughing and render it impracticable, therefore during summer it should be burnt. In this way the surface vegetation will be destroyed and will no longer be an inconvenience. The fire passing very rapidly over the ground will not hurt it—indeed, may improve it by contributing, through its ashes, a certain quantity of potassium.

When natural vegetation is fired it should only be done with very great care. All the heather should be removed with a hoe in a band some yards wide all round the place which is to be cleared. Only then should the heather be fired, and the flames should be watched and directed by a few men armed with birch branches, by means of which they may thrash the burning plants and extinguish or moderate the fire. This plan is both good and expeditious. Before ploughing, the heather may also be burnt if it be impossible to cover it with the earth out of the furrows. In certain situations it would be well to take into account the altitude, and to suit the working to this particular exigency. But it will be as well to ascertain the climatic conditions of the place and adapt one's method of working to them; thus early and late frosts ought to be considered, for they might render impracticable the cultivation of certain plants to which frost is injurious, or delay the sowing of certain products—lupines, early potatoes, buckwheat, etc.—until after the frost. We should also ascertain whether snow is likely to fall and to lie in winter. This may be very important in afforestation and in the cultivation of certain products, such as piceas and pines. We should also find out, if possible, the average rainfall and its monthly distribution, which would influence the introduction or rejection of certain products, and also the main direction of the winds, which might demand the erection of shelters in certain places. We must notice that shelters on waste land are extremely important, not merely for forests, but also for nurseries, meadows, orchards and ordinary cultivation. The effect of these shelters is well known.

In the carrying out of tree planting the question of future shooting should be kept in view. Retreats should be planned at certain places, shelters for game and regular intervals preserved for the beaters and for woodcock shooting. In passing, one should study the neighbourhood in which the estate is situated. It may eventually afford valuable signs as to the kind of cultivation which should be or should not be carried on there. The botanical species should be observed and specimens gathered. This study will be completed by another, which will be concerned with the economic conditions of the place. They may considerably influence the kind of cultivation and its results. The railways, or other means of communication that exist or are possible to create, and roads (paved or unpaved, good or bad) may render transport easy or difficult, and consequently profitable or otherwise. The means of transport by road, rail or water may influence considerably the price of materials and raw materials, such as manure, seed, lime and eventually cement, timber and so forth, as well as the price of products to be taken to market—wood, hay, butter, eggs, etc. The price, the abundance and the quality of labour may determine the nature of cultivation. If labour be good, abundant and not expensive, hand labour will be preferred whenever it is possible. Under contrary conditions economy will oblige us to have resort to machinery, which renders us independent of labour. The neighbourhood of towns or of markets facilitates the disposal of products, both direct and indirect—the sale of eggs and milk, of butter, the breeding of pigs, of chickens, of cattle. Vegetable products sold dear—hay, timber, firewood, etc.—may serve to turn cultivation in various directions, modifying to a very large extent the price of these products, as they may exercise a certain influence on the purchase price of manures and other necessities.

There must likewise be taken into account the proximity of certain trades and industries, sawmills, for example, and jam factories. Obviously such circumstances will strongly influence the cost of cultivation and the price to be obtained for the products. They must be considered when the kind of cultivation is being determined on (if, for example, forests are to be planted, is horse or steam power to be employed?); or when considering the destination of land, whether it be

used for meadow or arable land, for pine or for other forest, or whether it be devoted to the cultivation of seed, asparagus, peas, or fir plantations. If there exists a plan of the estate a copy might be made, and on it all these matters should be indicated. After this has been done, the kind of work and the various methods to be employed should be studied. If there be no plan, and the estate is of any importance, then a plan should certainly be made to the line.

Without the adoption of such measures no farming should be undertaken; without them every enterprise will be certain of failure. The more important the estate, the more important will be the information furnished by such study.

For a small estate one visit will suffice. But the larger the estate the longer its examination. Every kind of enterprise must be considered and studied in its relation to the nature of the ground and to the object to be arrived at. If the estate be extensive, these matters will vary considerably with regard to the surface of the land, and the different pieces of work to be carried out; for example, the construction of locks, bridges and aqueducts, of a whole system of ditches and trenches for drainage, of roads and avenues, of lanes, of occupation, of provision against fire, of shelters from wind, of shooting, of sheds, of outhouses (either provisional or permanent), destined either for human dwellings or for the housing of cattle or for purposes of storing.

Once the topography, followed by the economical study, has been carried through, there remains the examination of the methods of farming to be adopted. With these we shall now be concerned.

(To be continued.)

THE LATE CAPTAIN JOHN GRAHAM.

GOLFERS, as a brotherhood, have reason to be proud of the gallantry with which its members have volunteered to serve their country, but sadder news could not have fallen upon our fellowship than that just received as I write—the death in

battle of one whom to know was to love, Captain "Jack" Graham. His golfing career has to be written rather in terms of disappointment so far as the greater competitions go. He never won either Open or Amateur Championship, and the surprise with which we speak of his failure to achieve these distinctions is the measure of the ability as a golfer which made either or both titles no more than his

just due. We may fairly say that he was the greatest amateur golfer who never did win the championship. In the best days of Mr. Hilton and in days only a very little below their best of Mr. John Ball, both would tell you that in the very many rounds they played together with him at Hoylake, "Jack" was the most frequent winner of the three. His performances in early stages of the Amateur Championship were often masterpieces of forceful perfection which gave an adversary no chance with him, and he has a record which no one else can claim to rival in those international matches wherein he represented his native Scotland, rather to the despair of the land which had nursed him as a golfer.



A TYPICAL ATTITUDE.

Nor was his aptitude for games restricted to golf: he was very nearly a first-class bat and one of the best of school racquet players as a boy. But, above all, he was a player of games in the very finest spirit. If there ever were a golfer to whom the term "gallant" was appropriate, it was to him. As an opponent he even erred on the side of generosity, and in an important match would give another a putt of such doubtful length as made one veritably ashamed to take it. He gave his life to the sacred cause. It is for ourselves we grieve, for the loss of the well loved companionship; and above all, we may sympathise with the far more profound and intimate sorrow of his parents and his brother and sisters. The memory of Jack Graham will be very green in Hoylake for many a long year, and no more gallant soul has gone to its rest on the great battle fields. H. G. H.

It is unnecessary to add anything to what Mr. Hutchinson has written, and yet I should like to say one word of personal regret and admiration. I do not think that any generous critic would quarrel with the statement that Jack Graham was a great golfer. Though he lacked the temperament that makes for success, and often failed to do himself justice, his play was so masterly, so instinct with natural genius and power, that he was, palpably, in that very small class that stands out from the rest. But many people will remember him best, not for the successes that he achieved, but for the fine quality of his temper when he failed. Personally, I shall always think of him as the ideal loser. Golf, though he was very fond of it, must sometimes have been wearisome and disappointing to him. He could not but know the extent of his own powers, and no one could have more fully realised how often he failed to do them justice and disappointed the high hopes of many friends.

He looked unhappy before some of his big matches, and he must have suffered very much in the playing of them, but I do not believe anyone ever heard him say a word of self-pity or of self-condemnation. The match over, he was serene and tranquil, and was out on the course again as an umpire or a fore caddie or helping to keep back the crowd. It would be hard to find a better example of unselfishness and self-control. He was not, I think, easy to know really well for those who only met him casually, as I did, once or twice a year, but it was impossible not to be drawn towards one so modest and engaging and to feel certain of his manly and sterling character. There was no man as to whom, when the war broke out, one felt more sure that he would do unhesitatingly what he thought to be his duty. I have before my eyes as I write two pictures of him from championship times. One is of him as fore caddie in some big match, running ahead to keep the course clear and to mark down the balls as they fall, quite ignorant of the state of the match, and devoting all his energies to his rather thankless task. The other is of May evenings at Hoylake just before a championship, when the other players have for the most part finished their games; of Jack, just back from his work in Liverpool, wandering across the links with a pipe and old coat, and two clubs under his arm. These two small memories are so extraordinarily vivid to me, and I am sure that they must be so to many others. Hoylake will never be quite the same again without him. B. D.

PRICES AT THE SYDNEY COLLECTION.

THE dispersal of the Sydney Collection at Frognal, Chislehurst, Kent, by Messrs. Knight, Frank and Rutley, was signalised by very high prices. An ancestor of the late owner, Sir Richard Bettinson, bought the estate from Sir Thomas Walsingham, a lineal descendant of the famous secretary to Queen Elizabeth. Sir Francis Walsingham's daughter married the famous Sir Philip Sydney. In later days the most eminent occupier of Frognal was Thomas Townshend, the first Earl Sydney, who was Leader of the House of Commons in 1783. He took a prominent part in arranging peace with America, and his daughter married Lord Chatham, elder brother of William Pitt. The library was extremely rich in tracts on America. Book-lovers found a great joy in merely looking at some of the



MADAME VIGÉE LE BRUN, 1782. PAINTED BY HERSELF.

treasures in the collection. Perhaps the chief was a Book of Hours of the fourteenth century, finely written in Gothic letter, with large and beautifully executed miniatures. Mr. Appleton was the purchaser for £813 15s. A *Horæ* of the English use with fine miniatures in gold and colours, went for £60 to Mr. Truscott, and was not dear at the price, and the topographical works sold extremely well. Good prices were also given for the pictures and objects of art. The portrait of Madame Vigée le Brun, 1782, by the artist, which we illustrate, went for £6,930. No doubt this was in part due to the fact of its having been presented by the Empress Eugénie to Earl Sydney in memory of her son, The Prince Imperial. The famous Gainsborough, a half-length portrait of Miss Marsham, in white dress and high coiffure, brought £3,600. Sir Joshua's half-length portrait of George Selwyn, was sold for £735. Among the pieces of old furniture was a Louis XV King-wood commode, a very lovely piece, sold for £2,205.

LITERATURE.

A BOOK OF THE WEEK.

Ordeal by Battle, by Frederick Scott Oliver. (Macmillan.) *

WAR has in Great Britain, as well as in Germany and other belligerent countries, resuscitated the pamphlet. In the fierce controversies of the eighteenth century the pamphlet was the most potent weapon of the controversialist. It emerged from the press in its myriads. But during times of peace, when the edge of argument was dulled, it fell into disuse. Once more the weapon is unsheathed. Mr. Oliver's new book may be described in no uncomplimentary terms as an enormous pamphlet. It could not be otherwise. A pamphlet, we take it, is the written speech of one who advocates a certain line of action, and therefore it may appear appropriately at the very time when the events with which it is concerned are taking place; whereas a history of such events, even if the writer were content to deal only with them to a partial extent, would be in all probability an unsuccessful attempt at book-making. This charge cannot be brought against Mr. Oliver. It is evident that he has meditated long and gravely over the manner in which history was taking shape and has come to the conclusion that in our struggle with Germany some system of national service, conscription if you will, has become necessary. This is the opinion that he enforces through many pages of marshalled and sombre argument. It will do his countrymen good to read what he has said, even though there will be many to question the depth of his thought and the logic of his conclusion. In our opinion too much space is devoted in these pages to the consideration of detail, to the provocations which one nation offered to the other and the incidents that flowed from them. Political thinkers, who were wedded neither to school nor party, more than a quarter of a century ago, judged that war between Germany and Great Britain was only a matter of time. Mr. Oliver meets this by quoting Mr. Bonar Law's confession of faith that war is never inevitable. He points to a time when people thought that a war with France could not be avoided and to those years in which Russia was the bugbear of the English nation. This, however, is a very inconclusive line of argument. It could easily be shown, if we had space to do so, that in the cases cited the reasons for conflict faded away and were dissolved by natural action. It never seemed probable, or even possible, that the same thing would happen in regard to Germany. Too many forces were all working in the same direction. Some of our leading statesmen imagined that Teutonic irritation was due only to the iron bands which kept a growing empire from expanding, and the belief was nourished that if war could be avoided for a space of four or five years, German activities could be directed into the thinly inhabited and undeveloped space of Asia Minor, and in that case the bellicose attitude would be laid aside. But that was only one of the causes that led to the war. The other and greater was the fight for commercial supremacy. Modern Germany and modern Britain were like two dogs that had often growled at one another, but never fought, and therefore their relative positions were not regularised. Mr. Oliver shows that the present war differs from the great conflicts of the past in so far that it is a struggle between two races—a people's war. According to old belief, the conflicts of the past were made by sovereigns and statesmen. They arose generally from dynastic sources. Probably this is the first great war in the history of the world in which nation has been matched against nation, and the national leaders have become the pawns instead of the armies. As we read Mr. Oliver, his case is that the German animosity to Great Britain engulfed and absorbed the military caste in Germany, the prophets, priests and professors, the Kaiser and the princes of the blood. Each in his own way might imagine that he was leading his fellow countrymen; but, as a matter of fact, he was only a chip floating on the bosom of a tumultuous and rushing stream. If this be true—and few in the light of recent events will gainsay it—the discussion of the occurrences that led to the declaration of war being made in 1914 represents a waste of energy. It might, as can be shown on documentary evidence, have been made just as easily twelve months before, and might possibly have been postponed twelve months later. Mr. Oliver quotes M. Sazonof's oft-repeated assertion that peace would have been maintained if Sir Edward Grey had declared at the beginning that in the event of Belgium's neutrality being violated, Great Britain

would go to war. This, however, at the best, is only an *ipse dixit* of the Russian minister. It no doubt represented his belief, but there is very little reason for thinking that Germany would have been moved from her deliberate purpose by anything of the kind. The great augmentation of the fleet and the army which had taken place during the preceding twelve months was done by raiding capital instead of taxation. Why should we argue about the murder of the Archduke when it is known that the ultimatum to Serbia was prepared a year before the assassination took place? These considerations show what a vast amount of writing might be eliminated from this book without touching or injuring the bones of it. It is otherwise when the writer comes to describe the true nature of the *Ordeal by Battle*. It is a conflict not only of great guns and shells, but of principles. Germany is probably the most thoroughly disciplined State which history has known. For this contest she has during the last forty years been engaged in organising her forces, making her army the most powerful ever known, calling into being a fleet that she hoped would at least hold that of her rival in check, mobilising her financial resources and, indeed, the whole material and spiritual resources of the nation, so that she could bring every ounce to bear upon the issue. She is in a position to achieve whatever can be achieved by discipline and obedience. Great Britain, on the contrary, has cultivated the spirit of freedom. During the Victorian Era the idea germinated and took root that peace was the greatest need of the Empire. We had lands untold that were sparsely populated, room enough for endless development, schemes of social and philanthropic form that would have kept our statesmen and politicians busy for ages. One cannot wonder at the reluctance of the nation to recognise that the old brutal arbitrament of arms would once more be resorted to. To understand all is to forgive all, and in any event we have very little sympathy with the upbraidings of which Mr. Oliver is prodigal. His great friend and exemplar, Lord Roberts, showed a fine spirit in this, that, although his warnings were dramatically realised before his death, he never once turned round to his fellow countrymen and said, "I told you so." His disinterested aim was to make the most of the present situation and waste nothing in lamentings over the past. Moreover, the past is so close to us that Mr. Oliver is as likely to interpret it wrongly as rightly. He models himself to a very great extent upon Carlyle, and, in spite of our great admiration for that philosopher, we cannot help seeing that, for instance, in his *Latter Day Pamphlets*, he completely misread the signs of the times. Mr. Oliver is probably right in his argument that some kind of national service has become necessary. It is not a new thing in Great Britain. During the Napoleonic wars very free use was made of the pressgang, and the soldiers of Wellington were not by any means wholly composed of volunteers. The arguments in favour of conscription, however, could, we are sure, be placed in hard and clear outline in much less space, principally by omitting all that is irrelevant. On the other hand, Mr. Oliver is so sincere, thinks so clearly and is possessed of so many accomplishments in literary style, that his book deserves to be read as an illumination of the present state of affairs.

The Life of Philip Skelton, by Samuel Burdy; reprinted, with an Introduction by Norman Moore. (Clarendon Press.)

THIS reprint is of unusual interest to all lovers of good books. Burdy's *Life of Skelton*, though it is one of the best biographies in our language, is very little known. Of the first edition, published in 1792, there is no copy in the British Museum or in the Library of Trinity College, Dublin. We believe that Dr. Norman Moore picked up on a London bookstall the copy from which this reprint was made. The *Life* was reprinted in 1816, together with the lives of three other persons who had nothing to do with Skelton; but even this is a rare book. From this time forward Burdy and his hero will become known to those whose reading goes beyond the last new novel. For a good book, if it can be got, will make its way; and this book is likely to please every class of reader: its simplicity and vigour, and the virtues of Skelton, will delight many who are unable to appreciate fully the skill of the biographer.

Philip Skelton, the son of an Irish farmer, was born in 1707. Educated at Lisburn and Trinity College, and ordained in 1729, he served as curate and then as rector in the north-west of Ireland until he retired in 1780 to end his days in Dublin. He was remarkable for strength and size, and gained renown in his youth as a dancer and cudgel-player. Burdy tells how at Donnybrook Fair he entered the lists "with a bow to the girls" and won the hat which

was the reward of the best fencer. In fact, he was a real Irishman, fond of fun and fighting and wit. But there was another side to his character. For fifty years his devotion to duty and his charity were truly apostolic: his books, his only luxury, he sold twice over to buy food for his starving people. With courage and even with gaiety he fought on against intemperance and ignorance, disease and famine. How far his parishes were like Goldsmith's Sweet Auburn may be judged by this extract from Burdy: "One day he came to a lonely cottage in the mountains, where he found a poor woman lying in child-bed with a number of children about her. All she had, in her weak helpless condition, to keep herself alive and the children, was blood and sorrel boiled up together. The blood, her husband, who was a herd, took from the cattle of others under his care, for he had none of his own. This was a usual sort of food in that country, in times of scarcity." Such were the scenes in which this good man spent most of his life. Though he had boundless indulgence for the wretched, urging them to steal rather than starve, he was absolutely fearless both in act and word, and could tell home truths in the very plainest terms to a dignified bishop or fashionable lady. Even more remarkable is his tolerance towards those who differed from him in belief. He was strictly orthodox himself and wrote against Arianism; yet, when an Irish clergyman resigned his living because he had been teased "to believe in the Trinity," Skelton actually wrote to this man, "requesting that he would come and spend the remainder of his life with him, and take part of what he had." So great was his admiration for the self-sacrifice of a stranger and a heretic. Together with his virtues, Skelton had not a few oddities and eccentricities which Burdy was far too good a biographer to leave out. Skelton's work was done, and Burdy was still an undergraduate, when the two met for the first time at Skelton's lodgings in Dublin. They were close friends till Skelton died six years later. Burdy resolved to record so memorable a life and took time and pains over his work. He visited all the places where Skelton had lived and where his memory was still green. Burdy had not only a worthy subject but also a real genius for biography. In power of selection and of life-like presentation he is little inferior to Boswell himself; and the result was a classic—a book that will live with the English language and give pleasure to countless readers. J. D. DUFF.

The Harbor, by Ernest Poole. (Macmillan).

THIS is in many respects a typically American novel, though it is very hard to lay a finger on the exact qualities that go to make it so. One or two which lie near the surface can be indicated. Thus, the author is very much in earnest; he has a great deal that he wants to pack into one book and no great skill in compressing it; he does not let himself be worried by any fancied need

for humour or relief; he is afraid neither of being long nor dull. He is long and he is sometimes dull, but he has written a striking book which, when once it has gripped the reader does not let him go. The story centres round the port of New York. The port fascinates the hero from the time when he is a small boy in Brooklyn and we see it in different guises through his changing vision. First of all he is thrilled by it; not merely by its mystery and romance, but its bigness and richness, the splendour and efficiency of the great ships, and the power of the commercial magnates that these things represent. He writes of the careers of these men, and wonders at them, and sees only the bright and prosperous side of business—the side in short of the "top dog." Then through his friend, Joe Kramer, a fomenter of universal strikes, he sees the other side, and his old comfortable beliefs are torn from him. He sees the sweating stokers, the dockers who are maimed or killed in the turning of the huge machine, and his sympathies are no longer with the millionaire, but with the "under-dog." All this and much more in the book is well worth the reading, but the reader must settle down fairly and squarely to his task.

Merry Andrew, by Kestle Howard. (The Bodley Head.)

THIS, like another recent book, begins with its hero at Oxford. Andrew Dick is a clever, lazy, self-confident young man who, having been brought up to be very comfortably off, finds himself simultaneously ploughed for his degree at Oxford and left with but a few pounds in the world. He tries journalism, finds that editors want office boys and not Oxford young men, and is soon reduced to his last shilling. Next, Andrew tries private schoolmastering, and goes to a Northern school which is a very mild edition of Dotheboys Hall with two young ladies bearing a faint resemblance to Miss Fanny Squeers and Miss Matilda Price respectively. This episode tends towards the laboured and the grotesque, and we much prefer the next, in which Andrew reverts to journalism and works for the Lightning News Agency. Indeed, this seems to us by far the best part of the book. Mr. Howard lays aside his sometimes forced humour and gives an admirable description of Andrew's new and strange life that goes on when other men are asleep and his adventures in chase of good "stories." It will appeal to anybody who has delighted in the account of Arthur Pendennis' beginnings in journalism, and we trust that there are still many who know and love the splendid scene wherein Pen and Warrington walk down Fleet Street in the early morning and look up at the lights of the newspaper offices. There seems to be sometimes an autobiographical ring about these last chapters. At any rate, there is something that puts real life and feeling into the book and makes us glad to have read it.

CORRESPONDENCE.

THE WOMEN'S DEFENCE RELIEF CORPS.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—My article in your paper has just brought me over 200 letters with regard to hay and farm work generally. Would you care to insert these suggestions for the formation of centres? We have to bear in mind, in starting a Helpers' League, that the war does not look as if it would be over soon, and that women may have to help, in even larger numbers, with next year's harvest, as well as with this. From headquarters we are organising gangs of women to go to the different farms and undertake the work; but it is more satisfactory if the labour can be organised on the spot. I would suggest that you immediately had an informal meeting of the women whom you know to have "go" and "grit." They should form themselves into a committee and assign the different parts of the work. One must undertake to interview the farmers of the neighbourhood and see that the women get the right wage—the same as men (we are getting 3s. 6d. a day). That should be a sharp business woman and, if possible, she should get piecework pay, as that is the most satisfactory. This money must be pooled, so that those doing the home-work receive their share. A woman who can speak well—such as a schoolmistress—should hold a meeting of villagers and explain the scheme. Explain the need of their country and the fact that they, by working for the harvest, will be as truly serving the Empire as if they were in the trenches. Explain, too, that arrangements will be made for the care of their children and their homes while they are at work in the fields. Let them come forward and agree to undertake the work. Those who volunteer should be given a badge to mark them out as women on national service (we have a badge, "H." for helpers, provided by headquarters at 6d. and worn by our members). After this meeting the volunteers can be given their especial work—gangs for the field, gangs for the care of the children and the preparation of the meals. A managing woman should be over each set of gangs. In our committees we find it best to include all classes. As often as not the village shopkeeper is the woman of most capacity in the neighbourhood. All letters must enclose stamped, addressed envelopes.—C. A. DAWSON SCOTT, 6, King Street, Southall.

NATIONAL SERVICE FOR WOMEN.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—In an article in your issue of June 5th on "National Service for Women," I notice that the author comments on the small number of women who have volunteered for munition making. Surely there must be some misconception on somebody's part, for, opposed to this, Mr. Runciman stated in the House that of some 79,000 women who had registered for war work less than 2,000 had been allotted work, and to my knowledge many women have sent in their names from this part and have heard nothing more, which to say the least of it is disheartening when one hears on all sides of the terrible lack of ammunition. It would be very helpful to your readers if you could give us some definite information as to how to apply for a job under the Government in the manufacture of munitions or any work of that kind in which unskilled

labour was required, or the work such as could be learnt in a comparatively short period.—ALICE WILSON.

"HE CHANGETH HIS TUNE": A STUDY OF THE CUCKOO'S SONG.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—Those bird-lovers who have read in COUNTRY LIFE the charming appreciation of the song of our English birds by an Australian may perhaps feel with me that the writer is hardly just to our friend the cuckoo. She says that the cuckoo is monotonous. But not once but many times in the spring he changeth his tune at the inspiration of love. When the cock birds first arrive and the hens are yet on their way, the cuckoo's note is one of pure joy at his homecoming. In pure, clear, smooth, Wordsworthian notes he greets the familiar trees. Into his Paradise no Eve has come as yet. He sings only of spring and of joy of being in England "now that April's there." Then comes the hen bird, and there is at once a note of troubled eagerness in his note. His song is hurried, almost confused. He knows that the not impossible she is near, and day after day he searches and tells the story of his love and longing to listening ears, with a "cuckoo" now loud, now hopeful, and now almost as if wearied of the quest. But presently the hen bird wanders into his domain, drawn, perhaps, by his song, for the cuckoo, unlike many handsome birds, trusts rather to his persevering love-songs than to any nuptial display. Then it is clear that our bird recognises the coming of his mate. I think a kind of coquettish hide and seek among the leaves goes on for some time and she eludes his sight. The "cuck-cuck-ooo" shows his agitation when at last he catches sight of her, and then comes a torrent of notes as if, like Tom Jones, he exclaimed: "Zounds, madam, your charms are irresistible!" or like Romeo: "My love, oh that she knew she were." Then after a time the faithless hen wanders off to some other bird's territory, and the cuckoo begins his search again. Judging from my observation, this drama of the "wandering bride" is played three or four times in the season in each of the five territories over which my observations extend. But there is another variation in the cuckoo's song. There comes a time when two birds apparently sing a duet, producing sounds rather like the chiming of sweet-toned bells. I think myself that this charming effect is a combined effort by the cock and hen together. When at last two birds have finally joined company they proceed, as some naturalists think they do, together to seek for a nest in which to deposit an egg. The hen lays her egg on the ground, and taking it in her mouth proceeds to put it into the nest—in this neighbourhood, that of the pied wagtail more often than not. This accomplished they sing the paan of joy bells in celebration of the event. This is what I think, but do not know, to be the reason of the song. After this the cuckoo tries to go back to his ordinary song, but for some days the woods have rung with the triumphant strains of the duet, and he does not so much change his notes as lose them. He becomes somewhat hoarse. One bird, whose favourite tree is a mighty oak in one of the hedgerows in a field behind this house, certainly does. He begins the day now with the liquid

note of early spring, but presently goes off into a harsh "Cuck-yap, cuck-yap, cuckoo." Surely you cannot say that the cuckoo is monotonous, since he changeth his note not once but half a dozen times, and in doing so tells like any poet the story of the victories and losses of his love.—X.

"DOG-WATCHES."

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—In reply to "landlubbers" enquiry as the origin of the term "dog-watch," it is necessary to point out that this watch was instituted in order to prevent the same "hands" always having the same watch; for if, say, the port watch, were to keep the afternoon watch (noon until 4 p.m.) they would also keep the first watch (8 p.m. until midnight), the morning watch (4 a.m. until 8 a.m.) and again the afternoon watch (from noon until 4 p.m.).

In order to allow both watches to have a different watch every day the evening watch (from 4 p.m. to 8 p.m.) was split into two watches, viz.: from 4 p.m. to 6 p.m. and 6 p.m. to 8 p.m., thereby causing each watch to *dodge* a watch, and the original term was *dodge-watch*, which became converted to *dog-watch*.—LIEUTENANT, R.N.

THE SPETCHLEY YEW.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—A few miles out of Worcester on the road from Malvern to London one passes through the little village of Spetchley, and probably few who have gone that way will have forgotten its beautiful old church that stands on elevated ground by the roadside. Nor are they likely to have forgotten a remarkable old yew which stands between the church and the road, growing



SENTENCED TO FALL.

above the wall that supports the bank. Over the wall its branches make a beautiful curtain, hanging down 14ft. to the road and spreading some 15yds. in width. The trunk of the yew is about 8ft. in circumference and about 45ft. high. Of course, there are larger and older yews in the country, but few so picturesquely placed. To people in this part of Worcestershire the news that its destruction is contemplated must have come with a shock of dismay, for, apart from its great beauty, there must cling round it many memories and associations. But there is something more than individual or even local interests concerned; a tree of this class is in a sense national property. I do not know with whom the ultimate decision of its fate rests, but it seems incumbent on them to make public their reasons for its destruction. It has been said that the reason for the removal of the tree is that it unduly shades the interior of the church, but it seemed to me when I saw the church this summer that it obscured one very narrow window only. Nothing but the hardest necessity justifies interference with a tree like this.—W. J. BEAN.

NEWS OF ENGLISH PRISONERS IN GERMANY.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—I should be greatly obliged to your readers, and it would be doing a service to other relatives of prisoners, if they would kindly send me extracts from letters received by them from prisoners' camps in Germany, giving any details of life in the camp, health of officers interned, names, removals and arrivals, etc. I should send on such information to all persons concerned, and would, of course, send to anyone interested information obtained from other sources.—B. W. YOUNG, Hon. Secretary, Prisoners of War Help Committee, Savoy Hotel, London, W.C.

THE CUNNING THRUSH.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—I believe many of your readers are interested in manifestations of intelligence on the part of animals. I myself saw a thrush yesterday with a snail in its beak, and it was hammering that snail on a stone until it had broken its shell. It made at least half a dozen attempts before it succeeded, and it was so intent on its task that it allowed me to get quite close—I should say about 3yds.—IGNOTUS.

ROBIN-RUN-THE-HEDGE.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—Your correspondent "G. P." has by happy luck brought once more to the front an old and capital feeding stuff, not only for ducks, but also for poultry, pigs and other livestock. I can remember how cottagers' children were sent out in the fields to pull from the hedges robin-run-the-hedge, burdock, yarrow and "errif," which were boiled and worked with barn into beer, the refuse given to the fowls, ducks and pigs. The ducks in particular were fond of it, and raced one another in their effort to get at it, so that it was a common saying that ducks could not be fattened unless in a pen, for as fast as they put on flesh, just as fast they run it off through rushing about for it. This is a peculiar trait in ducks while feeding, for they put off flesh as fast as it is put on if not looked after. A good "pigs' feed" was one of "tops" composed of burdock, charlock, nettles and thistles; the young tops of each boiled in a copper made a fine mash for pigs as food, and was greedily eaten pig fashion. A tea brew of burdock and yarrow was considered a fine remedy for all internal complaints, and in most cottage homes there was always to be found a pot on the hob in which the compound was stewing. A cupful in the morning gave a good appetite for dinner. Burdock and buckbean teas were once deemed the best possible remedies by thousands of Derbyshire folk, whose house-places, hung with bunches of dried herbs, vied with a herbalist's shop.—SENEX.

RECLAIMING THE GARDEN.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—After reading the charming and promising introduction which M. Vendelmans has written for his series of articles on the reclamation of waste land, it occurred to me that some of your readers who work in a humbler way might like to know how I at once changed fearfully weedy land into productive garden soil, getting an excellent crop in the process. The land referred to adjoined my garden and last summer was covered with nearly every imaginable sort of noxious weed: huge thistles, dandelions with roots as deep as sorrel, those beautiful but most pernicious wildings—scabious and convolvulus, all growing in a tangle that a lover of the picturesque might have thought gay, but that was intolerable to the horticultural eye. It occurred to me that I would master the lot by growing celery on the space. As a beginning I made half a dozen parallel trenches, each of them about 4ft. deep, and into the bottom thrust old tins, disused bottles and other household rubbish. On the top of these I placed good quantities of green weed cut with a hook, and to it added the biggest of the roots dug up from the trench. I was not at all afraid either of the seeds germinating or the roots sprouting, because there was sufficient green stuff to ferment and heat so that the plant life was extinguished. In digging the trench the black earth, of which there was about a foot, was placed on one side and the red earth or clay on the other. A layer of black earth was placed above the weeds, and on the top of that 3in. of burnt soil and weeds—the result of many fires, for I was dealing with a very neglected piece of land and for months kept burning and burning till the hostile elements were reduced. By this time the trench was not only full to the top, but raised above the surface of the surrounding land. I did not mind that, because it was certain that as the green stuff rotted, the earth would subside. The little plants of celery grew splendidly on this rubbish, and the crop of annual weeds by which they were surrounded was easily kept down by an occasional hoeing. In the autumn, when the celery had made plenty of growth, trenches were dug on each side of the row and the celery earthed up in the usual fashion, no small amount of clay being utilised. So it remained till the spring, undisturbed save when the celery was dug for cooking. The effect on the land was magical. It had been splendidly cultivated. The frost had reduced the clods to a fine tilth, and in the spring of the present year I turned one portion of it into an asparagus bed, another into a bed of seakale, and grew crops of spinach, carrots and salsify on the remainder. They are all flourishing, and the land is as clean as a pin. The celery did every bit as well in this trench, though uncultivated ground, as it could have done in the best garden soil. Thus the land was brought into cultivation not only without loss, but at what would have been a profit if the crop had been sold. There was no celery in Covent Garden equal to it last year.—P.

SHIRE AND THOROUGHBRED BONE.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—The interesting correspondence on this subject raises the point whether horses reared in limestone districts, e.g., certain parts of Ireland and Kentucky, have denser bone than horses bred on other lands. If they have, then this may partly explain the contention or fact that the bone of the thoroughbred is denser than that of the Shire, the assumption being that the ancestors of the thoroughbred come from dry, stony uplands where limestone is more likely to be found, whereas the heavy draught horse has been evolved in the low-lying heavy lands usually deficient in lime. Now, if lime in the soil improves the quality of bone as it is said to increase its size, could not something be done to make up artificially for its deficiency in the pastures? Could not our scientists prepare some calcareous powder easy of assimilation which could be mixed with the corn or bran or dissolved in the drinking water of our young stock up to the second year, when the bone of the leg is said to finally solidify? If we could thus increase the density and the measurement of the bone, we might at least avoid some of the losses incurred through "weeds."—JOHN M. S. DE MORAVILLE.

[Our correspondent raises a very interesting point, on which we shall be glad to receive the views and experience of other readers.—ED.]

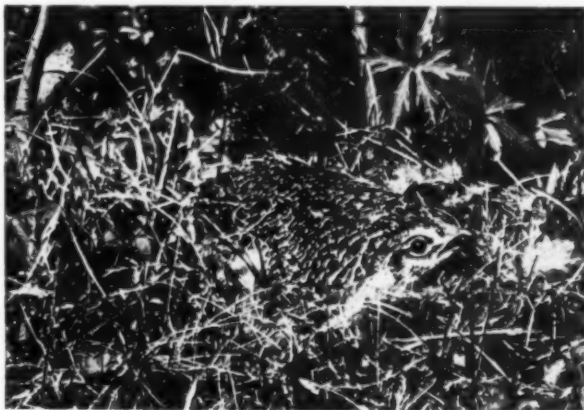


PINTAILS IN SASKATCHEWAN.

PRAIRIE GROUSE IN SUMMER.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—In February you published some pictures of the prairie sharp-tailed grouse on the snow. Now I am sending you some summer photographs, one of the nest and the other showing a sitting bird. There is very little difference in the plumage in the two seasons. Large numbers of pintails nest round the little sloughs on the prairie of Saskatchewan, and after some trouble—and disappointments—we succeeded in getting a series of photographs of this species. I am enclosing some of the pictures of the bird and one of a nest, hoping they will be suitable for your "Correspondence" pages.—H. H. PITTMAN, Wauchope, Saskatchewan.



SHARP-TAILED GROUSE ON THE NEST.

AN ENTERPRISING CAT.

[TO THE EDITOR.]

SIR,—I am sending a photograph of a cat I came across a short time ago. He is a very independent sort; can open any of the doors in the house and go in and out at will; he leaps on to the handle, round which he wraps one of his paws, leaving the other to press down the catch. The house, being an old-fashioned one, has four entrances to it, with outside latches, so the cat has plenty of choice as to which side he shall enter.—H. PHILLIPS.



'LIFT UP THE LATCH AND WALK IN.'

PRESCIENCE OF TREES.

[TO THE EDITOR.]

SIR,—In discussing the senses of plants, that eminent botanist, Mr. Rodway, says that, of the five senses credited to animals, they certainly possess three, viz., feeling, taste and smell, only lacking hearing and sight; and in the case of certain tropical trees the sensitive faculty is so strong that they smell the water from a distance, and move straight towards it until it is reached. It is not necessary, however, to go so

far as the Tropics to prove the truth of this last observation, as the following slight incident may show. A friend, who lives in a picturesque old mansion, having a sunken storey (a relic of feudal times still to be met with), found the waste-pipe from the house repeatedly choked, and, on the paved slabs of the basement being lifted, it was found to be completely encircled by poplar roots, which the gardener at once identified, and these had pierced through a cement joining and worked their way in a long, tapering length inside the pipe for a considerable distance beyond the house. On excavating backwards, they were traced to a poplar tree growing some thirty yards distant from the opposite side of the house altogether, and from it had thus moved steadily towards the house, penetrating below the foundation and across the basement until their goal, the waste-pipe, was reached, a distance of some 150ft. from the parent tree. Such unerring instinct and skill in surmounting obstacles on the part of the tree are thus not essentially different from human effort and foresight in the affairs and enterprises of ordinary life.—J. F.

A BEAUTIFUL ENGLISH ORCHIS.

THE EDITOR.

SIR,—The enclosed is a photograph of the sweet scented and little known butterfly orchis, which blooms in June and is occasionally found growing on heaths and the borders of woods. The two in the picture were discovered with several others in a wood in the south of Hampshire, a county noted for its wealth of plant life.—E. S. AUSTIN.



THE BUTTERFLY ORCHIS.

A HANDSOME POODLE.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—The enclosed photograph of my poodle, though excellent, does not give Maximilian as prepared for the show, properly clipped and so on. When this was taken, he was still somewhat in the rough. If you care



MAXIMILIAN.

to use it, however, do so by all means. He is a handsome dog, at his best when walking, carrying himself well, with his tail well up, very high-spirited and active. He is the finest jumper I have ever seen of his size.—CHANNING OF WELLINGBOROUGH.

[We wrote to Lord Channing asking for a photograph of his poodle Maximilian, who took third prize in the Open Championship of the Ladies' Kennel Association, and are very pleased to publish such a natural picture of a good dog.—ED.]

THE BEAUTY OF NEGLECT.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—I am enclosing a photograph which you may like to use in your columns. This represents a neglected cottage near my house, which is an example of how thoroughly Nature makes her own pictures. The cottage is an over-



IN UNKEMPT PROFUSION.

crowded mass of roses and clematis never trained in any way, and yet the roses come in endless profusion. This really makes one wonder whether the continuous spraying which garden roses receive is necessary. I have an old Gloire tree on a wall which has been a smother of green-fly, but was out of reach of the spray. This is now a mass of perfect blooms in spite of the pest.—CLARENCE PONTING.

THE COTTAGER'S ROLL OF HONOUR.

[TO THE EDITOR.]

SIR,—Your correspondent "P." of last week, has not exhausted the ways in which cottagers show their roll of honour. When I was motoring through Cornwall a few weeks ago I was puzzled by the big red dots I saw in many window panes. They proved to be cards six inches in diameter lettered in white "NOT AT HOME: A Man from this House now serving in His Majesty's Forces."

I cannot match "P's" cottage window with six "cross" cards, but here is one with five of the "not-at-home" discs. I have since found that Mr. H. V. Peirs originated this happy idea for his own neighbourhood, Carshalton, where he gave away 650, stipulating that only one should be used for each man serving. The idea caught on and he has supplied thousands to recruiting committees elsewhere. He is pleased to supply them for 5s. a hundred (the cost price) carriage paid, and his address is Queen's Well, Carshalton. I may add that in Cornwall they are used in the mansion as well as the cottage, for one was decorating the hall window of one of the biggest houses I visited. While on this subject of badges I would like to emphasise the need for some official badge for the "rejected" man.

There are thousands of men of military age who are "lawfully hindered" from serving by some defect which does not make them look unfit, and it is surely hard that they should be liable to the exhortations of amateur recruiters. There are also the men who are busy with some kind of war activities—munitions and the like—as important as being in the fighting line. Many wear an unofficial badge marked "On war service," but this should be made official.—C. G.

WINDOW CARDS OF ANOTHER DESIGN.



THE ELUSIVE PEE-WIT.

[TO THE EDITOR OF "COUNTRY LIFE."]

SIR,—A short time ago we were photographing birds' nests when up got an old lapwing and flew round our heads in a most persistent way. We thought it had young, so we started to search for them. In a little while I heard a "peep," so we knew we were near the spot. I walked to where I was absolutely certain I should find the youngster. There was not a young lapwing there. Just then I heard another "peep," and in a few minutes one of the party found it three or four yards behind me. Young lapwings are great ventriloquists. After we found it, it was hard enough to mark it. If you took your eye off it and looked again it had vanished, owing to its wonderful protective coloration, which I think is rather well depicted in the accompanying photograph. I could not see to focus, although only three feet off, and had to get a friend to hold his hand over the little mite to mark it.—W. H. WORKMAN.



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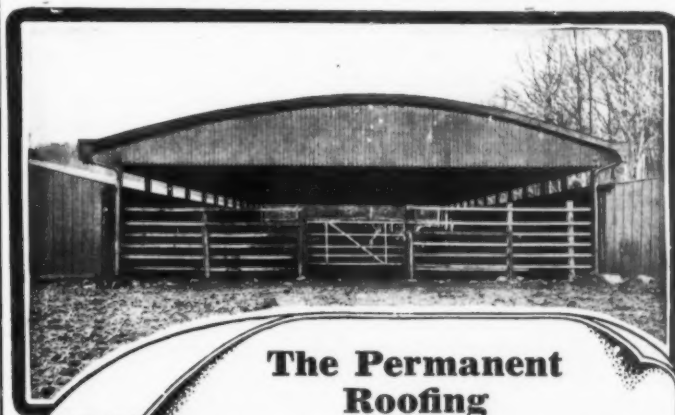
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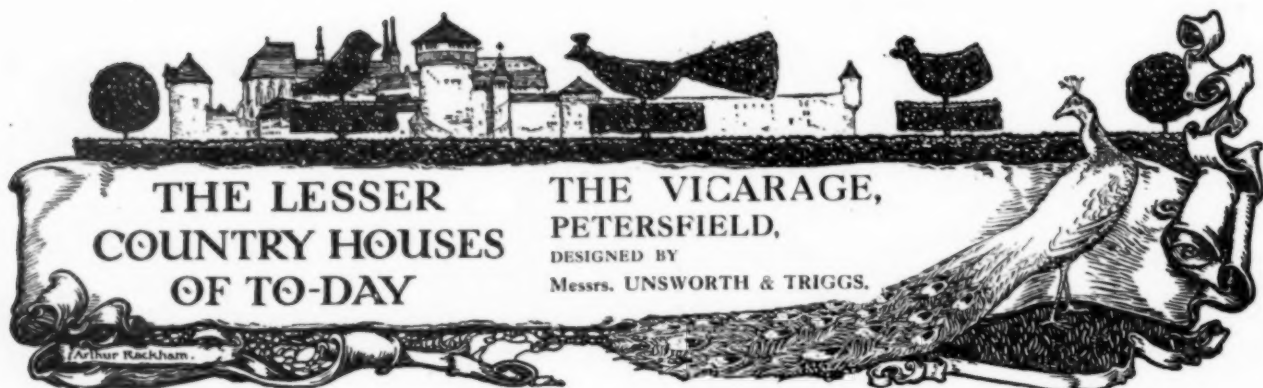
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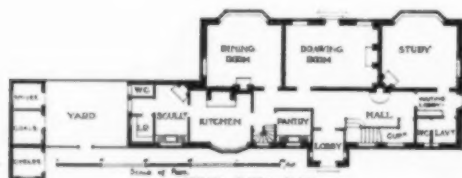
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THIS neo-Georgian house at Petersfield represents a happy combination of pleasing design, good planning and the utmost economy in construction. The building, which faces north and south, consists of three storeys (including the attic), and space has been found for ten bedrooms, a roomy hall, dining-room, drawing-room and study, kitchen and the usual domestic offices, to which must be added a triple shed for cycles, coal, etc., which are separated from the east end of the main block

does something towards holding the design together. Exigencies of convenient planning, involving the placing of the kitchen, scullery, etc., at the north-east corner of the building,



GROUND FLOOR PLAN.

by a yard. The total frontage extends over a hundred feet. The design of the architects was selected as the best submitted in a local competition for a parsonage, the cost of which was not to exceed £1,700. Actually the building cost £1,750.

The front of the house is approached by a straight carriage drive from the main road. This elevation neither aims at nor achieves symmetry, though the projecting porch placed midway between the two dormers



Copyright.

ENTRANCE FRONT.

"COUNTRY LIFE."

away from the living-rooms, entailed some sacrifice. On the other hand, the rear elevation, as seen from the large lawn, is particularly good. The flanking bays and the eaves are specially well managed, and the line of five dormers completes an extremely compact design. The two chimney stacks, which take the flues of the whole house, are excellent in proportion and pattern. Purists might cavil at their not being symmetrically placed; but there, again, the reason is sufficiently practical. It was essential to group the flues so as to ensure their proper working at a cost within the prescribed limit. Except in the dormers, where there are casements, the windows throughout are typical Georgian sashes, with bars of admirably solid appearance. The use of wood-burnt grey-blue bricks, combined with the more positive tints of the red



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GARDEN FRONT.

"COUNTRY LIFE."

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ON THE DAY between the 4th and 30th of January, on which the cash sales at our Oxford Street Galleries are largest. Waring & Gillow propose to hand over the **TOTAL RECEIPTS** to the War Charities without deduction.

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facings and the tiled roof, gives to this exterior, as to the other, a very pleasant chromatic effect.

The interior shows simple yet ingenious planning. The first point to note is the placing of the entire servants' quarters, including the second staircase, apart from the main living-rooms, at the same time leaving the dining-room easily accessible from the kitchen. To the right of the entrance lobby, and well out of the way of draughts, the main staircase leads from the hall, the space underneath it being utilised as cupboard accommodation. One other point suggests itself for special notice. Outside the study door there is a waiting lobby, access to which is obtained by a side entrance. Visitors, therefore, who come to see the Vicar on business are hereby relieved of the possible embarrassment of walking through the private portion of the house; they can be admitted by the side entrance, and the shutting of the door which communicates with the hall ensures their privacy until the Vicar is ready to receive them in his study. This provision is one of the subtleties to be observed in planning a clergyman's house. Like a doctor's, which also is not used wholly for domestic life, it has its official requirements.

F. M.

SIR JOHN BARKER AS A PONY BREEDER.

AN APPRECIATION.

THE late Sir John Barker will always be remembered as the man who worked out in practice the lines on which the English riding pony should be bred. For many years his stud set the standard of the riding pony to which other breeders conformed. He did not, indeed, invent the "polo bred" pony, for under other names the horse we call the polo bred pony because its pedigree is registered in the National Pony Stud Book, has always existed in England. The possession of the best running horses even before the days of stud books, and the native ponies, has made that a certain fact in the history of horse breeding in England. But though the "riding pony of polo type," to use a convenient phrase, has always been with us, yet no systematic attempt to breed them true to type and pedigree had been made until Mr. John Hill and Sir Humphrey de Trafford set to work to raise up a breed of ponies by crossing thoroughbred blood on the native pony foundation stock. Sir Humphrey bought Rosewater and bred Sandiway from Cuddington, a well known polo playing mare, by a thoroughbred from a Welsh pony mare. Then Sir John took up polo pony breeding. We had all of us been discussing the lines on which polo ponies might, could or should be bred. But Sir John stepped in and acted while we talked and wrote. In those days he had not, I think, a great knowledge of horses, but he grasped at once the underlying principles of polo pony breeding, and was from the first successful. Like the rest of those who were interested in polo pony breeding, he was not at first free from the fear lest his ponies should grow over polo height. But he was not long in finding out that want (and not excess) of size was the pitfall to be avoided. He was fortunate with the luck that follows ability in his first selections. There never was a better pony stallion than Sandiway. He was a beautiful mover, using himself all round with free level action; moreover, he possessed to a very remarkable degree the polo temperament—courageous, gay and yet docile. This he transmitted to his descendants, and it has always been characteristic of the Sandiway family that they come to hand readily when they are taken in hand to train for the game. Sandiway was one of the earliest polo bred stallions, and Sir John Barker at once acted on the sound rule that polo bred stallions as a rule require quality in the mare. One of his first mares and not one of the least useful to the stud was the chestnut mare Lightning. Her pedigree was unknown, but she looked to be clean bred, and came, I believe, from a successful career in pony flapping meetings. Colonel St. Quintin and Captain Miller have reminded us that some of the best of the early playing ponies came from the racecourse, and this Sir John Barker showed to be true also of our brood mares. The first ponies Sir John Barker bred were beautiful animals, right in type for polo, but a little lacking in scope and size. We must, however, recollect that polo ponies were much smaller in those days than they are now, and that players like Major Maclaren and others were using ponies under 14h. and holding their own in good polo. Captain Miller carried all polo players with him when in one of his earlier writings he said that 14h. 1in. was the best height for a playing

pony. Nor do I doubt that this is equally true now. But fashion prevails and the big polo pony is the pony of our modern game; yet, provided they have substance and weight sufficient for the game, the smaller ponies are better. But Sir John Barker has a clear perception of the truth that if you breed for the market you must try to give people what they want and not what you think they ought to desire. It so happened that Sir John Barker had time to establish his type of ponies before the change came, so that when the bigger ponies came into fashion he had, by common consent of all judges, the right type if only they were larger, but having the sort he had only to select for size. He had by this time quite a number of typical mares in his stud and again the luck that follows the able man was on his side. He owned, at just the right moment, a King's Premium stallion, Mark For'ard. This was a beautiful compact horse, looking like a pony and one of the best hunter stallions of the day. Mark For'ard was used freely, and by the time the stud was ready to place four and five year old ponies on the market most of the Grange ponies were as satisfactory in their size as in the incomparable quality—temper—that has characterised them from the first. But all this time the Grange Stud was acquiring a number of polo playing mares, each one with a great reputation at the game. Of course, not all were successful, and these were drafted out. So carefully and with such judgment were the ponies bred and reared that the number of misfits was very small, and such as there were won prizes as hacks, as in the well known instance of Chocolate Soldier. It is not given to everyone to breed the champion polo pony and the champion hack of the year, but this the Grange Stud achieved. In the show ring Sir John Barker's success was as conspicuous as it was well deserved. For his ponies at all kinds of shows, under practically every judge of any note, won every prize and cup that are open to polo ponies.

But this is not the chief glory of the Grange Stud. It is that Sir John Barker first established a type and made it acceptable to polo players of the first class. His ponies have gone all over the world, and there is no polo bred pony in Africa or South America which does not conform to the type generally or trace back to the blood of Sir John Barker's famous sort at Bishop's Stortford. Sir John was well served and well advised, but he had ever great gifts of choosing his instruments without being dominated by them. He was an excellent judge of a pony. I know some readers may doubt this, but Sir John Barker was a man who knew far more than he could express, whose thoughts were in advance of his words. He had not the glib knowledge of technical terms that some possess, but he had the firmest grasp of principles, the power to direct his own course, and foresight to see what was coming. He made mistakes, but almost always corrected them. On his stud Sir John spent much money and thought, and he has left to us as an established breed the most useful horse in peace or war in the British Islands. T. F. DALE.

HUNTING IN KHAKI.

TWO packs of hounds have gone to the front. Some six and twenty couples of draft hounds from Mr. Fernie's and the Cottesmore kennels and one pack of the Porthia Beagles. There will be no difficulty in finding men to hunt them or whip in, nor, alas, will there be any lack of flesh for the cauldrons. The last pack of hounds I saw with an army was the one Major Sheringham of the Cheshire regiment had at the camp of exercise at Delhi in 1885. They had a cart with a canvas hood to keep them from the sun, in which they slept at night and travelled in during the heat of the day. After the day's work was over we used to meet and hunt until dark, generally starting about 4 p.m. and returning after dark to camp. Everyone has heard of the Duke of Wellington's huntsman who pursued his fox right into the enemy's lines. It shows the difference between warfare in those *less civilised* times that the huntsman got back safely, whereas now huntsman and hounds would have been congenial marks for German rifles.

MR. FERNIE'S HOUNDS.

Mr. Fernie's Hounds at the front will find plenty of their old followers there and four sons of their old huntsman, Charles Isaacs. But the parent pack is doing well at home and Thatcher is showing good sport. They met at Medbourne, one of the prettiest of Leicestershire villages where the kennels are. After some hunting, in which two or more foxes took part, Thatcher got his pack together on one line and, coming away from Holt Wood, the hounds settled to run over the fields towards Great

Peter Robinson's

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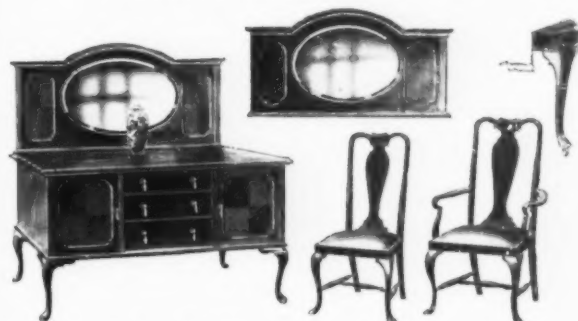


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Easton Park. Hounds ran by Ashley over the Welland and into the Woodland Pytchley. This is rather a pleasant line and one that comes generally once or twice in a season. Carlton Park was the point, and it was after an hour and a half of interesting but not very fast hunting that the pack left their fox, to afford on some other day, perhaps, a hunt for Mr. Aubrey Wallis and his black and tans. This was one of those days when hounds are at work all day and interest is well kept up, and we return home thoroughly tired and contented but without any noteworthy entry for the diary.

THE WORCESTERSHIRE.

Some time ago a correspondent asked us to record the doings of the Worcestershire. It is quite possible that my correspondent is at the front and that, if so, he will like to read of a great Worcestershire hunt. Woodcote was the fixture, The Gorse the draw. They chopped a bad fox, and then the Master took hounds to a holloa. They put their noses down and went away, nor was there another draw that day. For the next three hours or so the pack was hunting with scarcely a pause, settling to a serving scent and, hunting always well and at times going fast (quite fast enough for the horses in the deep going), they ran a wide ring. The course was touching Hanbury Common and Ashbury Wood. The first check, near the starting point, was not unwelcome. There was a pretty bit of work while the pack spread and tried for the line, nor were they very long before hitting it off. Then they carried a good head into the osier bed by Elcock's Brook, and thus the run went on. The fox or foxes (I have not the least knowledge of a change, but no doubt there was one) took two wide circles, the scent obviously fading in the last ring—by Callow Hill—and at last giving out altogether, so that the fox still lives. Those who know the country will see that there was no point to speak of, but a very great deal of hunting, to which the only drawback was the deep going. The whole run lasted close on three hours.

THE ATHERSTONE.

It is quite possible that those who have hunted with the Atherstone will be disappointed when they see that Arley was the fixture. Of those who hunt on the Rugby side of the Atherstone, few know of Arley at all, and fewer still are old enough to remember when Arley Rectory was the home of some of the most famous fox-terriers of the day. I recollect one which was twelve hours in an earth with the fox, and there were greater heroes than that in the Arley kennels. But to come back to hunting. Arley is a district of very strong woods and not a few collieries, yet I always think that this part of the country, with its stout and gallant foxes and the intricacies which often oblige a huntsman to leave his hounds alone, has had not a little to do with the making of the Atherstone pack into one of the best of our day. Personally, when I lived in the country I always went to Arley. We were tolerably sure of sport, and scent seemed then, as now, to serve hounds well in this district. Mrs. Inge took her hounds there, and, finding a fox in Shawburys, the pack worked out a very fine hunt of an hour. It was a hunt, for this is a difficult country to ride over; but so far as one could keep with the pack they did some fine work, both in carrying the line over the sodden fields, past the railway and the collieries. The pretty part of it was that they hunted right up to the fox; but he possibly slipped into some refuge in Wilkinson's Wood, just as an interesting finish was in sight, for there was no sign of him afterwards. X.

KENNEL NOTES.

A WELCOME REVIVAL.

AFTER a long interval of entire abstinence the success attending the three important shows recently held is doubly welcome, and now that the ice has been broken it seems fairly certain that most of the hardy annuals will not be allowed to lapse. The Kennel Club had no option, owing to the impossibility of securing a fitting place for an exhibition of that magnitude, but Birmingham and Cruft's being assured of their halls, both are practically certain to come off. Mr. Cruft, realising that he is faced with the possibility of a really heavy loss, will be glad if exhibitors will acquaint him with their views, or undertake to guarantee certain classes so that the ordinary classification should not be curtailed. Among the specialist bodies, the Pekingese Club, by a vote of its members, has determined to proceed with its winter fixture, January 27th being the date agreed upon, with Mrs. Calley as judge. It is well, in the spirit of the times, that

the wife of a distinguished officer should be selected for this onerous position, and, from her intimate knowledge of the breed, there is no doubt that Mrs. Calley will receive hearty support.

THE BULLDOG CLUB SHOW.

Before the outbreak of hostilities the possibility of an afternoon show being organised by the Bulldog Club Incorporated would have been regarded as remote; but so many things are happening now that would not have been thought about five months ago, and the success of the recent fixture in London is a proof that novelty is not always unacceptable. Major Hinds Howell, the hon. secretary, being away on duty, Mrs. Hinds Howell is deputising for him most ably. Mr. S. Woodiwiss, the judge, although some years have passed since he owned a leading kennel, has kept his eye in, and he got through his classes in a commendably short time, considering the quality that came before him. In open dogs, with Mike O'Flannighan an absentee, first position was assured for Mr. Schlaferman's Kilburn Duke, whose worst fault is a slight dip in the back. He was followed by Mr. A. Fergusson's compact brindle The Chaperon, third being Messrs. Cockerton and Gordon's At Last, a shapely red and white. The open bitch class, taken all through, was one of the best that I have seen for some time, and it was not easy to sort them out, owing to the variety of types. A nice all-round fawn was eventually selected for leading honours, this being Mrs. Proffitt's Aldridge Acquitania, a thick-set bitch with well broken up face. I should like a little more length of skull. Second, another of the same colour, Mrs. Pearson's Snuffly Westall. She is typical in every way. Third, Nevergavin, a useful brindle owned by Mrs. Penfold Field. For real bulldog character one could not fail to be attracted by Mr. H. Foster's Lady of the Druids, reserve; with well cut up loins and a natural front, she is more pleasing in body than most, and with more bone and greater depth of brisket she would be hard to beat. In spite of these faults, I could not help liking her for her fine expression.

The sixteen special prizes awarded for the different conspicuous points of the bulldog produced some interesting results, but they would have been more instructive if all the chief prize-winners had contended for each. Then we should have been able to ascertain the value of point judging. The fact that the special for the best roach back only drew two competitors is significant. Evidently this fine old feature has nearly disappeared, but there is some consolation when we find dogs tapering off correctly in the hind quarters. Unfortunately, large numbers are square all through, which is, I must confess, a real eyesore to me. With regard to the true roach shape, I think one may safely say that this is usually seen in dogs that are too long in the back, for the simple reason that it is most difficult to get on a short-backed one. The two things do not go together.

VICISSITUDES OF SHOWING.

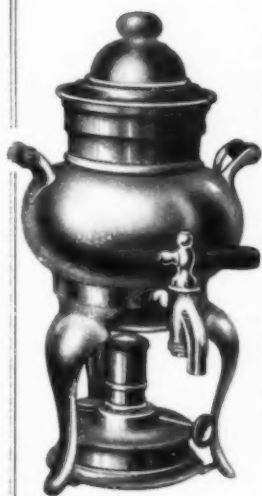
Students of comparative form, and those interested in the divergence of opinion prevailing among judges, had plenty of food for thought furnished by a comparative survey of the placings in many of the terrier classes at the great joint show and the Kensington event on the following day. Wire-haired fox-terriers, Scottish, West Highland and Airedales all provided illustrations of the glorious uncertainty which is one of the fascinations of the game. The explanation is, of course, that where several dogs are much of a class, their position is likely to vary under different judges, while in the case of one of outstanding merit unanimity is practically sure to prevail.

FIELD TRIALS.

Although the Kennel Club abandoned its retriever trials, those for pointers and setters, at which the Derby for young dogs is the chief stake, are announced for April 14 and following days, Mr. E. G. Pretymann, M.P., having once again offered hospitality at Orwell Park, near Ipswich. The judges will be Mr. B. J. Warwick, usually such a formidable competitor, and Mr. Harry Jones, who, having now retired from the position of Chief Engineer of the Great Eastern Railway, will have more leisure in which to pursue his sporting tastes. Entries for the Derby Stakes close on the last day of this month, but those for the All-Aged and Brace Stakes need not be handed in until just before the draw on April 13th. Schedules, which will be ready shortly, may be had from Mr. E. W. Jaquet at the Kennel Club, 84, Piccadilly, W. Among the field trial *habitués* who are serving their country at the present juncture are Major T. B. Phillips, at the Remount Department; Mr. C. C. Eversfield and Mr. A. E. Butter.

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THE TOAST IS "BRITAIN," By FRED ROE, R.I.

HUNG "on the line" in this year's Academy, the original painting by FRED ROE, R.I., of which the illustration is a black-and-white photograph, was one of the pictures of the year, and attracted a great deal of attention, no less by its artistic excellence than by reason of the historic incident which it portrays. The picture is of an episode in the life of probably the most beloved of our National Heroes, and relates to a complimentary banquet at which Nelson was seated next to Benjamin West: he expressed admiration for the painter's "Death of General Wolfe," and asked West why he had painted no more such pictures. West replied that there were no more such subjects left, but that he feared Nelson's intrepidity would some day furnish him with an opportunity which he would not lose; Nelson thereupon is said to have replied "Then I hope I shall die in the next action." The subject is one which always makes a strong appeal to British sentiment—more particularly so at the present time—and the proprietors of Wright's Coal Tar Soap have, therefore, at very great expense, issued a facsimile reproduction of the picture in colours, which is in every respect of the high standard fitting to the occasion and the subject. The reproduction, mounted as it is on best plate paper, size 33 in. by 27 in., and entirely free from advertisement matter, is a most handsome picture, worthy to grace the walls of the most tasteful home; it will be sent FREE, securely packed, to users of WRIGHT'S Coal Tar Soap who send 24 outside wrappers from the 4d. tablets of soap, together with 6d. to cover postage (inland). Foreign postage extra. Address, "Britain," Wright's Coal Tar Soap, 44-50, Southwark Street, London, S.E.



THE MANAGEMENT OF SHOOTING ESTATES IN TIMES OF WAR.

TO those who know little about shooting estates and their management it may seem a small matter that the preserves should for a single season remain unshot, but keepers and shooting men know otherwise. The sporting estates of Britain, her grouse moors, pheasant preserves, partridge shootings and the marshes where the wildfowl breed are an important economical asset in the nation's wealth. As it behoves a business man to mind his affairs more closely than ever in time of war, so it is the duty of those sportsmen whose ill-health or advancing age compels them to remain at home to do everything within their power to maintain the present stock of game and to ensure as far as possible a successful season in the 1915 year.

There are many reasons why the game should not be neglected. At the commencement of the war, there were some folk who, approaching a subject of which they knew next to nothing with the blissful confidence of the average journalist, calmly suggested through the medium of the Press that no shooting should take place this season. For their benefit the following points are enumerated. In the first place, the regular shooting of the game is necessary to reduce the stock and prevent disease from breaking out. This applies especially to the grouse moors, but also to any heavily stocked low ground preserve. In the second place the game is a valuable source of food supply, and the bulk of it this season has gone to the hospitals for the use of the wounded or has been distributed among the poor. Comparatively little of it has found its way to the market, where its price has been lower than usual, within the reach of the poorest working man. Thirdly, sportsmen, as a class, have needed little urging to induce them to go to the front. The Sportsman's Battalion and other corps are the best proof of this. The bulk of the game has been shot by men of advanced age and keepers, with a sprinkling of the physically unfit who, nevertheless, shoot driven birds. Fourthly, the employment of men and boys as keepers, gillies, dog boys and beaters is of the greatest importance to a large section of the population. In the Highlands many an old crofter earns sufficient money during the shooting season to keep himself and his wife all winter. It was obviously not desirable that at such a critical time men should be thrown out of employment. Fifthly, and by no means least important, we wish to give our friends when they return to us the best possible sport as a small compensation for their trials and sufferings at the front. Enough has been said to show the disastrous results which would follow neglect of the game preserves. Let those go to the front who can, but let those who must remain do their best to safeguard the interests of our country at home.

The sporting estates of Britain have been the means of training a large proportion of our ablest men for the more important walks of life. Here, during the holidays, they have learnt to handle rifle and gun, to ride a horse, and many a lesson of endurance besides. The life of sport has made the young Briton what he is, a natural athlete; has cleared his brain and developed his muscles, and has thus produced men who, when trained, have no equals for coolness, courage and discipline in the world. The hundred lessons which he has learned in the hunting field and on the moors, in the coverts and in the fields, have fitted him for more arduous work. When a boy home from school is given permission to shoot the outsidings of a sporting estate he is learning to use his self control in many ways. He would never think of following a woodcock which has found sanctuary in one of the pheasant coverts, and if he has a friend with him he will take care that the latter gets the best of the sport. When acting as a flanking gun at the covert shoot he spares all birds going forward to the guns, and thus gains in character day by day. There has been in the past a certain amount of criticism of the sporting life which our boys enjoy when at home, and these few remarks will perhaps help

to show how this very life helps the formation of character and develops good qualities which might otherwise lie dormant. In a word, it produces an English sportsman, a man respected throughout the world wherever he goes.

Now, it is surely obvious that to allow all the benefits which sport confers on the nation to be wasted because we are at war would be an unspeakable folly. We may consider briefly how, during the progress of the war, the game may best be preserved. It will not be by discharging keepers, by giving up shoots and so depriving beaters of employment, that we shall help our nation best. To discharge a keeper and at the same time give £50 to a war fund is not patriotism. It only means that a whole family may be thrown into despair; that at a time when such employment is hard to obtain, a man is thrown, perhaps penniless, upon the world, perhaps driven into crime to obtain food for his starving bairns. Some doubtless are compelled to discharge keepers owing to financial losses due to the war. This, of course, is no fault of theirs, and it is only those who, through a mistaken idea that it is unpatriotic to shoot at such a time, I would beg to reconsider their decision. Many, alas! have not the heart for sport owing to the loss of friends and relatives at the front; for them we feel nothing but sympathy. Let the game be shot before it is too late, no matter by whom. In the North we have sent keepers to shoot the high grounds; in some forests stalkers have killed off the superfluous deer, and stalkers will kill the birds through the winter. There is no reason why pheasants and partridges should not be killed also by keepers, and sent off to the hospitals for the use of the wounded. Let all the details of the sporting management be carried on as of old, even if the owner be absent or unable to shoot through advancing age. In happier days those who survive will meet again at covert side and on the moors, and we owe it to them to "carry on as usual" as far as possible. Let the coverts be thinned and "brushed" as before, even if we rear no pheasants in 1915. Let the heather be burnt, the moors drained and the vermin killed in hopes of the "day" when Europe shall be at peace, when Berlin shall be smoking with the Allies' shells, and when those who threatened the freedom of the world shall themselves sue for peace.

H. B. MACPHERSON.

ON THE MOOR IN WAR TIME.

"I HAVE no beaters, but I ride up on the moor and sit about with a gun, and have a keeper or two moving the birds and shoot one or two as they happen to come within shot of me." That is the account given us by one of our correspondents, writing from one of the best grouse moors in Scotland, and it is, perhaps, typical of what has been done over a great portion of the grouse moorland of Great Britain. Of course, it is rather different on a dogging or a walking moor, but on a moor where the birds have been driven for many years it is not much good going out to walk them. They are too wild. Moreover, this walking is a strenuous business, and it is only to be done by those who are in the vigour of life, and most of those who have this vigour are expending it in a far more serious manner, for their country's good. Our friend who writes thus of sitting about on his moor on the off chance of the birds coming his way is past the years in which a man can either serve his country vigorously in the field or can tramp over the heather after the grouse.

CORRESPONDENCE.

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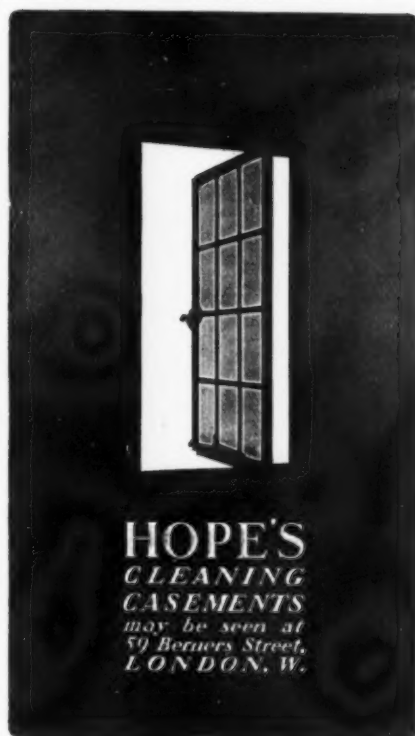
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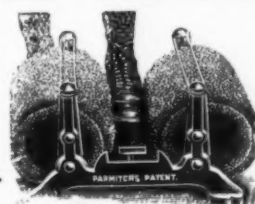
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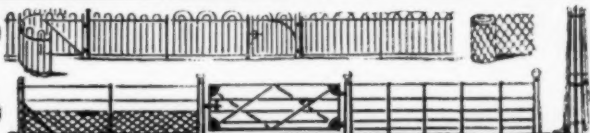
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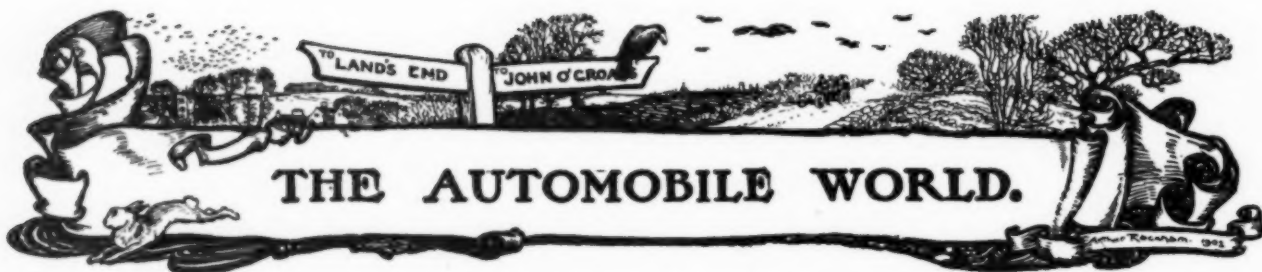
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THE AUTOMOBILE WORLD.

A VERY promising account of the Trinidad oil fields as a source of petrol supply in the future was given recently by Professor John Cadman in a paper read before the Institution of Petroleum Technologists. It appears that oil obtained in certain districts, mainly from the lower horizons, has a very low specific gravity, and contains about 40 per cent. of petroleum spirit. The oil-bearing districts of Trinidad have not as yet been fully investigated, and consequently it is impossible to say how great are the areas from which products of this high quality are obtained. Professor Cadman is, however, of the opinion that the working of the tract north of the central range will lead to Trinidad becoming one of the great petrol-producing countries of the future. In the course of the discussion, Mr. A. Duckham mentioned the case of a well from which oil was obtained showing 49 per cent. of petroleum spirit. The average oil from this well was tested by Sir Boverton Redwood, and showed 44 per cent. The development of the Trinidad fields has, up to the present, been rather a slow matter. The difficulties of prospecting in the tropical forests, with their dense and luxuriant undergrowth, are very considerable. Moreover, precautions have to be taken to secure the health of the white staff in the districts in which oil principally abounds. Another trouble, not peculiar to the Trinidad fields, but there met with in an aggravating form, is the presence of great volumes of gas at an enormous pressure. This has the effect of throwing sand up with the oil, and periodically choking the wells. The process of allowing the sand to settle out in open sumps leads to a considerable loss of the most volatile and the most valuable products.

Some comparative tests of Palmer cord as against canvas tires of another make, recently carried out on Brooklands track, afford at least very concrete evidence of the fact that the aggregate mileage likely to be obtained is not the only point that ought to be considered by the buyer of motor tires. It is obviously not fair to others to accept as completely typical the results obtained in tests carried out by any one firm naturally anxious to prove its own claims. Without imputing the faintest trace of dishonesty to those seeking to establish a comparison, some bias must at least be admitted which ought to be completely absent from a test before the results can be regarded as a perfectly accurate standard of performance. However, after making due allowance for such considerations, there remains the fact that the Palmer tires did actually give results as regards petrol consumption, speed and coasting very noticeably superior to those obtained with certain other tires running under substantially the same conditions. In the matter of petrol consumption, the gain in various tests resulting from the use of the Palmer tires averaged from about 10 per cent. to about 20 per cent. In speed, the percentage gain was about 7, and in coasting, the distance covered with the car when equipped with the Palmer cord tires was very considerably greater than when the other tires were fitted.

Reverting to the petrol consumption tests, which were the most interesting of the series from many points of view, we learn not only the facts mentioned above, but also the comparative results obtained on the same car when twin tires and single tires respectively were fitted to the back wheels. In this particular case the fitting of twin tires reduced the mileage covered per gallon of petrol from about 18½ to about 16½, a very instructive comparison.

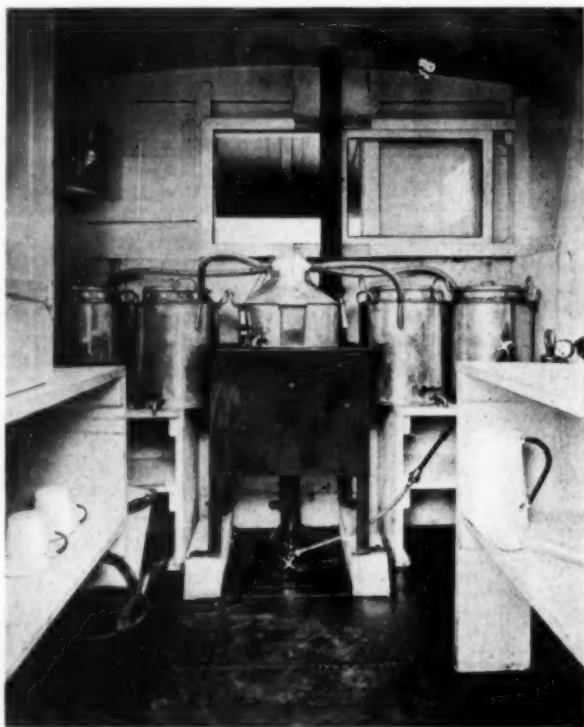
There seems little doubt that the continued occupation of the Galician oil fields by the Russians is leading to a serious

shortage of petrol, and petroleum generally, in Germany and Austria. Without the Galician fields, the internal supplies of the two countries are almost negligible, and it would appear that the difficulties of getting in their stocks by a process akin to smuggling through neutral countries is becoming more and more difficult. Consequently, it is stated that Germany is making considerable use of a half-and-half mixture of alcohol and benzole in military motor-cars and lorries. The possibility of taking this step was, no doubt, contemplated prior to the war, although Germany has not been quite so open as France in stipulating an ability to use a mixture of the kind as an essential of military lorries. The French authorities have, of course, for some years past conducted annual trials, during which all the competing vehicles were obliged to run on alcohol-benzole mixtures for several days. The writer has been present when the cars have started from Versailles in the early hours of a sharp September morning, and there were no serious difficulties in starting up the engines, and no considerable signs of faulty combustion. Following the cars on the road during their trial, it certainly did not appear that their hill-climbing abilities or speed on the level were in any way affected. The official consumption results showed considerable variations. On the average, the mixture gave about as good a mileage as petrol, but some cars showed a marked falling off in efficiency, while others gave very good results indeed. Examination did not appear to lead to any definite conclusions allowing any relationship to be established between piston speed

and efficiency with the mixture. Probably the variations were due principally to the inherent suitability of certain carburettors and the unsuitability of others.

MOTOR KITCHENS.

CONSIDERABLE attention is now being devoted to the development of a new type of motor vehicle for service at the front. In many instances wounded men have to be carried over long distances by motor ambulance, and the slow journey over broken roads is conducive to great fatigue, and is, moreover, a cold business. The idea is to equip a certain number of cars as soup kitchens, and to send these forward along the main lines of communication to points about midway between the front and the hospitals. The need for something of this kind appears to have been brought home both to the British Red Cross Society and to the St. John Ambulance Association. The former have recently been testing a large kitchen car on a lorry chassis. In this instance the heat for boiling soup, etc., is derived from substantial Primus stoves. On the other hand, the St. John Ambulance Association have proposed to employ



MORE FIELD COMFORTS.
A motor car fitted as a soup kitchen.

strong touring car chassis, perhaps of old type and fairly short wheel-base, as a basis for kitchen cars. This requirement is being met by a very well equipped motor soup kitchen, designed and constructed by Messrs. Brown, Hughes and Strachan. In this case heat is derived from paraffin vapour supplied under pressure to a central boiler, whence flexible tubing leads to four substantial soup boilers of the double porridge pot type. The boiling water passes into the outer vessels, while the food is cooking in the inner ones. A plentiful equipment of cups and other utensils is provided in suitable cupboards and shelves. A sink is fitted with the necessary appurtenances, and water is supplied from a tank of considerable capacity. The body consists of an ash framework covered with matchboarding, and lined, in the vicinity of the cooking apparatus, with a fire-proof material. The floor is covered with iron, as is also the roof. The floor space is intentionally limited to prevent a large

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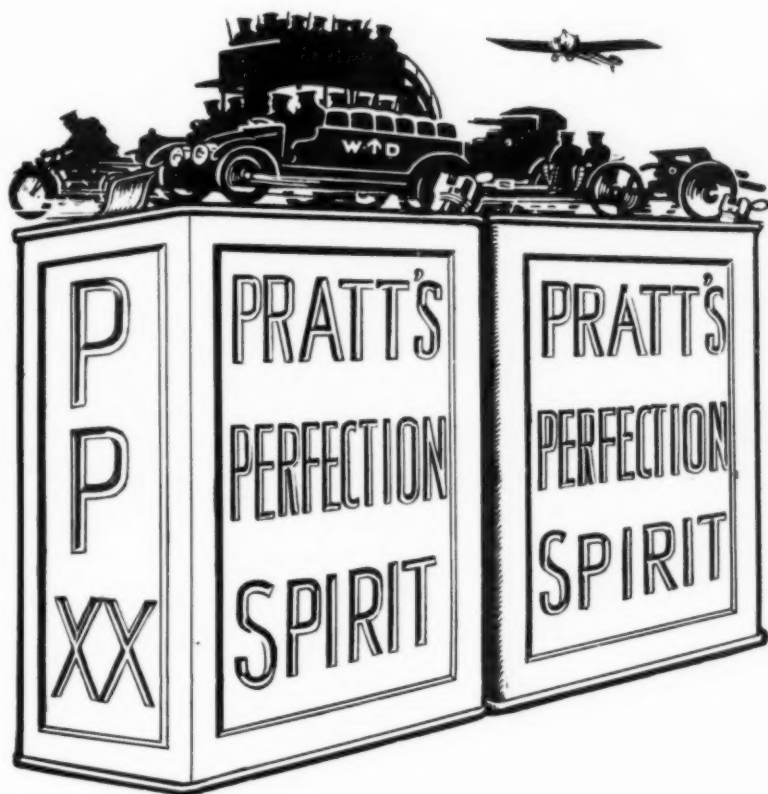
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number of men travelling in the car and overloading the chassis or its springs. A few kitchen cars of this type have already been presented by individuals to the St. John Ambulance Association, and it would certainly seem that good use could be found for a considerable number of them. Incidentally, it may be mentioned that any apparatus for preparing good supplies of hot water would have other obvious uses at the front. For example, the work of the medical officers is often rendered peculiarly difficult by the condition of the men after long periods in the trenches, and some means of providing hot baths would be not merely a luxury but a real asset from a sanitary standpoint.

THE GERMAN ARMY MOTOR SERVICE.

FOR many years before the war Germany had been quietly investigating the various ways in which motor vehicles could be used for various military purposes outside the sphere of the ordinary supply, transport and



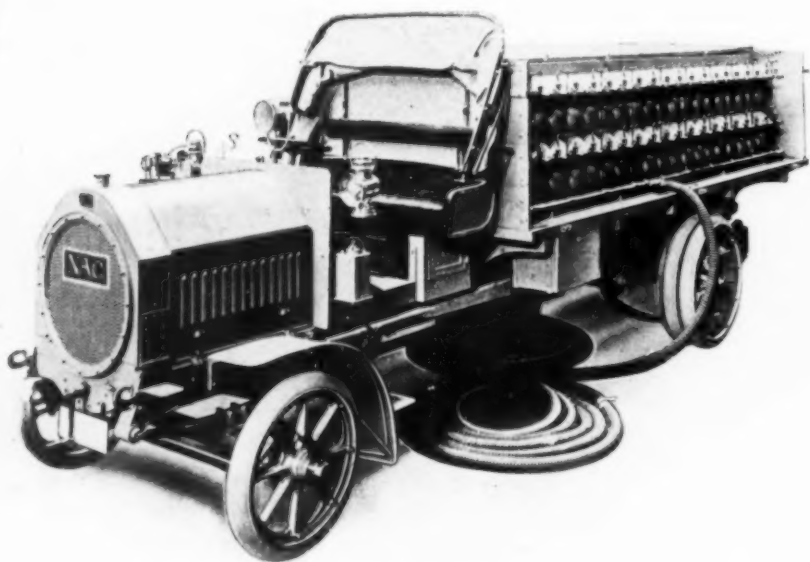
A GERMAN MILITARY TRACTOR AND TRAILER.

Another ingenious idea in which the Germans took the lead is the observation car; that is to say, a lorry fitted with an extending ladder somewhat similar to that of a fire-escape. This ladder, with an observer perched upon it, can be raised by the power of the engine to a height of about 30ft. above the ground, enabling the observer to get a very good view over a considerable area of country. German wireless cars are also numerous, and thoroughly well equipped with apparatus which is said to be able to transmit a wireless message over a distance of about 250 miles. In the matter of motors for supply and transport, the tendency has been in the direction of the use of very powerful and heavy lorries, capable each of carrying about four tons and drawing another two tons in a rubber-tired trailer. It is doubtful whether the use of such large machines was really good policy. The scheme does not appear to take sufficient account of the difficulties of transport by heavy cars over inadequate or broken roads, or of the comparative weakness of hastily constructed temporary bridges.

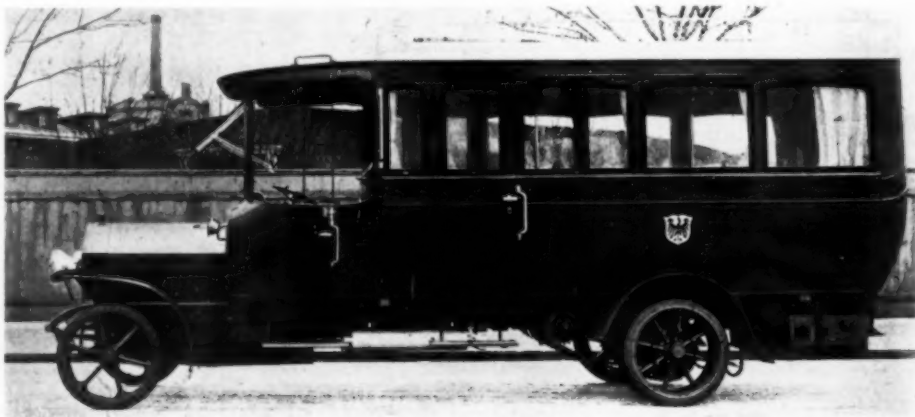
The possibility of German transport being handicapped by lack of fuel is fairly generally recognised, but it now appears at least equally probable that difficulties will arise owing to the failure of supplies of raw rubber. Very stringent regulations have been issued, forbidding manufacturers to supply dealers with rubber tires and forbidding supply by manufacturers or dealers to the public unless express permission has been granted. Such permission can, it is stated, only be obtained when the tires are required for vehicles on Government service, for cars the operation of which is essential to the maintenance of industry,

or for doctors whose practices are such as to make motors a necessity. Another indication of shortage is that in spite of the very severe penalties which follow upon detection, various efforts are being made to get consignments of raw rubber into Germany through neutral countries. For example, a quantity of supposed sausages, while being loaded for shipment to Germany at a Danish station near the frontier, was discovered, in fact, to consist of raw rubber, carefully shaped and tied up to conceal its real character.

ambulance work. The result has certainly been that during the early stages of the war our enemy was better equipped in many such respects than either ourselves or our Allies. No other country had given the same consideration to the possibilities of carrying field guns bodily on motors. The German method provides for the power of the car engine to be used in hauling the gun up ramps, which extend diagonally downward from the back of the chassis. The gun is thus dragged forward until it comes up against stops, and the ramps are afterwards swung over, and their ends locked to the stops. This process grips the gun wheels firmly and prevents the gun from jolting about on the chassis while the car is in motion. Germany was also undoubtedly well ahead of us in the matter of armoured cars, while her air services were very completely equipped with motor columns, including workshops, anti-aircraft guns and also cars specially designed to accommodate large quantities of hydrogen in a number of drums, and the necessary flexible hose for the inflation of the envelopes of Zeppelins and other airships. The equipment of the Flying Corps also included luxuriously appointed omnibuses for the carriage of the personnel.



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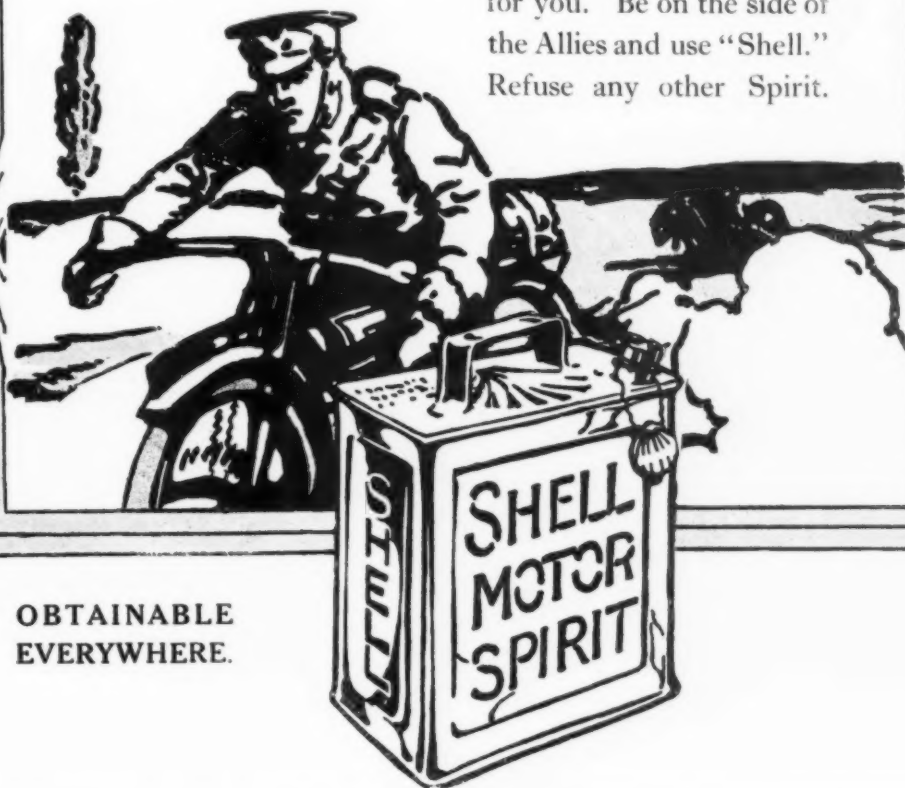
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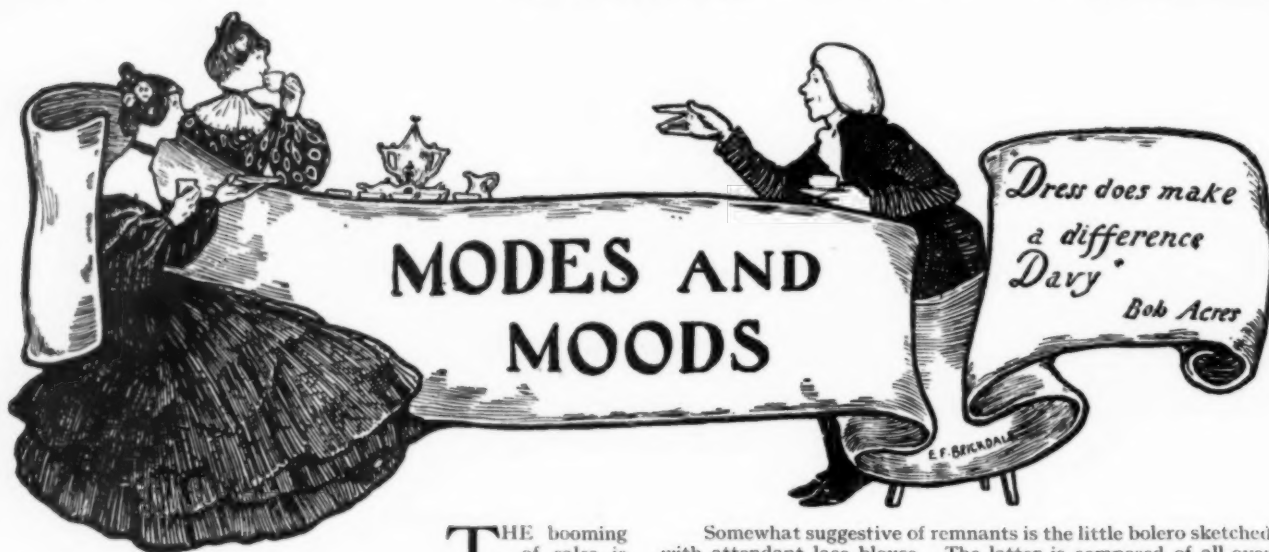
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THE booming of sales is heard on every hand, and those who are keen bargain seekers with an assured instinct for picking out the choicest offerings are girding up their loins, so to say, for a plunge into the fray. It will not be necessary this year to take a deep plunge for the very surface, is covered with good things. The reductions are necessarily substantial and, provided a wary eye be kept for the avoidance of démodé costumes, gowns and coats, a successful outlay may be made to cover the needs of the next six months.

A sale of particularly safe character will be held by Dickins and Jones, starting January 4th, and lasting two weeks only. In the 111 years of their existence no such clearance has ever been held by this house. Hitherto the winter stock-taking was postponed until February, but this season, owing to an exceptionally large surplus—due, of course, to the war—the authorities at Hanover House have decided to waive their rule and hold it in January. Moreover, the reductions have been very drastic, in many cases to less than half the original cost prices.

Recalling my above remark as to the care requisite in selecting model gowns, I am persuaded to emphasise the value of those offered by Dickins and Jones. A day dress of fine quality navy or black coating serge with long pleated tunic, vest and collar of ivory Bengaline silk, and one of the graceful deep draped sashes, is only 5½ guineas, while for the equally modest sum of £6 16s. 6d. is offered a charming semi-evening toilette of charmeuse, vest and sleeves of gold lace veiled ninon and trimmed with fur. Then a really sensational offer comprises a few model evening gowns, usually selling at anything from 15 guineas, which will be sold at 98s. 6d. There is a particularly elegant dinner robe, ready for wear, of chiffon velvet, the upper part of the corsage carried out in net edged with beads, arranged to form a sort of cape effect, obtainable in black and a range of colours at the one price of 98s. 6d. Another seductive and exceedingly up-to-date afternoon robe is carried out in good quality satin meteor, the bodice trimmed with fur and lace, and is only 79s. 6d. Blouses form another arresting feature, some special bargains occurring in well cut and modish shirts.

The goods offered throughout the ladies' outfitting department are always replete with attractions, but will prove more so than ever in view of the treatment meted out to them. An illustrated catalogue of the sale can be had for the asking.

Somewhat suggestive of remnants is the little bolero sketched with attendant lace blouse. The latter is composed of all-over lace, mounted over white net, which shows in front in the guise of a slightly gathered vest. A decorative finish is afforded by a line of small buttons running up either front, which should be chosen in accordance with the accompanying skirt and bolero. Care has been taken to show the bolero in its every aspect, the cascaded front proving especially helpful to a slight figure assisted by the bordering of fur.

A propos of furs, a remarkable offer of peltry coats, all this year's models, is made by Gorrings of Buckingham Palace Road, who have secured at fortuitous prices the whole of a well known manufacturer's stock of high grade furs. The purchase represented something like £10,000 worth in all, and the goods are being sold by Gorrings at half the original marked cost. Needless to say, every single garment offered is a genuine bargain, and there is choice practically for all tastes and purses, the selection including natural musquash, Russian pony, caracul kid, grey squirrel, mole, etc. For £5 some exceptionally *chic* little models in pony skin and caracul can be had, but as there are scarcely two alike and the sale is already in progress, it would only cause disappointment to relate specific examples. Therefore suffice it to say that all who are in need of reliable high class furs should not delay a moment in paying a visit to Buckingham Palace Road.

L. M. M.

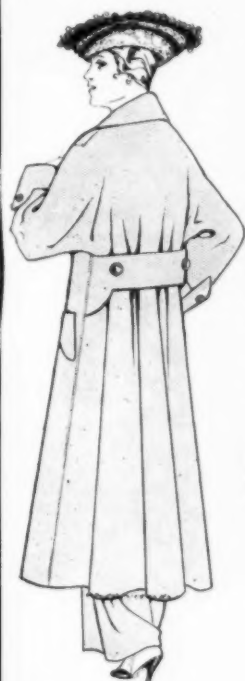


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Sale price 5½ Gns.

To measure 10/6 extra.



B96. Black Tea Gown of Accordion Pleated Satin Grenadine, with soft Black Lace Fichu.

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As supplied to H.M. The Queen of Spain.

FOR TOWN AND COUNTRY.

A DOUBLE EVENT.

THE winter sale of Messrs. Peter Robinson, Limited, both at the Regent Street, and Oxford Street houses, began on December 29th last, and affords even greater opportunities than usual. Owing to the war, most people have shopped but moderately during the past season, with the effect that the choicest and most expensive models still remain to be marked down to extraordinary figures during the sale. The result is that the woman of exclusive tastes and modest purse can revel in furs, hats, evening gowns and beautiful silks to her heart's content with the blessed consciousness that her purchases stand on a basis of true economy. In fur coats, for example, the values are wonderful, a full length musquash coat of fine dark skins, with a deep roll collar and double cuffs, lined with good satin, being offered at the Regent Street shop for 12½ guineas, while the last word in seal coney, bordered everywhere with wide skunk opossum, may be acquired for 18 guineas, plainer models in coney or mole squirrel starting in the region of £5. Fur lined and trimmed travelling wraps are considerably less, and stoles and muffs represent the same extraordinary value. Mention must be made, too, of the fur trimmings at the Oxford Street house. There is no better way of bringing an autumn costume into line with winter wear than by the addition of a fur collar and cuffs, and to meet this need Messrs. Peter Robinson are offering detachable collars in every conceivable fur, many of them at half price, while fur trimmings by the yard, varying from half an inch to six inches in width, are also being offered at bargain rates. Ponyskin cloth forms the basis of an extremely smart coat and skirt of wintry aspect, and chiffon velours and Louis velvet figure in several desirable outdoor costumes. Absolutely fresh and perfect model dinner gowns, including some beautiful black models, are being disposed of at almost nominal prices in order to clear a stock which this sad winter has done little to deplete, and the embroidered tunics and robes afford an exceptional opportunity for bringing a *démodé* toilette up to date for a few shillings. Practical afternoon frocks in many styles and fabrics, many of which were priced at 7 guineas, are marked down to little more than half that sum. Hats have suffered drastic reductions, especially the ever useful coney seal type, so useful for bad weather wear in town or country, and black velvet shapes, which may now be bought for from 5s. upwards. In the outfitting departments, cosy quilted or lambswool morning gowns are marked down to about a third of their original price, and special reductions have been made in the famous Royal Worcester Kidfitting Corsets. Unique opportunities occur also for replenishing one's store of stockings and gloves, and in this latter connection we would advise our readers to take the utmost advantage of their chance, for gloves are an item which is likely to increase in value considerably in the near future. With a view to school days ahead, the juvenile departments, both for girls and boys, will be found of real assistance, and so thoroughly has the rule of reduction been applied that in the men's department even officers' equipment has undergone a pleasing change for the cheaper.

THE ST. JOHN AMBULANCE ASSOCIATION.

We have much pleasure in publishing the enclosed letter from Lady Jekyll in the certainty that it will appeal to our readers: "The Warehouse Committee of the St. John Ambulance Association appeal to the generosity of a most generous public for renewed support. The hospitals are counting on our help as we have come to count on that of our wonderful working parties and good friends known and unknown throughout the country. Daily the demands on us multiply and increase. From all parts of Great Britain, from France and Belgium and Servia, from Indian camps and hospital ships, from ambulance trains and motor convoys come the most urgent appeals for clothing, bedding, surgical dressings, hospital comforts, and for warm garments for convalescents. We want everything that is warm and useful and clean; everything that a wounded or a sick man needs, from the time that his war-worn uniform is taken from him in hospital until he is ready to face the world again as a fighting man or a cripple. We cannot respond to these appeals, or, we might say, claims, unless everyone will help us according to their measure, and recognise the responsibility of every non-combatant in giving to the utmost to those who are fighting so gallantly for our homes and our liberties." The address for all contributions is: The President, St. John Warehouse, 56, St. John's Square, Clerkenwell, E.C.

A FINE WHISKY.

It is remarkable to consider how in a comparatively short space of time whisky has ousted the heavy wines of our forefathers, and the fact that it has done so, and has won and held the approval not only of the layman, but also of the medical faculty, speaks volumes for its innocuous and palatable qualities. But there is whisky and whisky, and while a fine mature spirit needs no recommendation other than its honest flavour and the absence of after effects, a good deal of stuff is placed on the market that is everything the ideal liquor should not be. To obtain a really good whisky at a reasonable price is only possible by purchasing a well known brand, and, if possible, direct from the blenders. For that

reason we have much pleasure in recommending our readers' attention to an excellent spirit known as Old Saint Mungo, supplied direct by Messrs. Robert Brown and Co., 41, Washington Street, Glasgow. Messrs. Brown, who have had nearly eighty years' experience of whisky buying, have achieved in Old Saint Mungo a very pleasing blended whisky, which they supply direct at the reasonable price of 50s. a dozen. Judging from the sample which they submitted for our opinion, it is considerably above the average, even of high-class whiskies, in merit. We are told that it is of great age, and, at any rate, it is very smooth, matured and finely flavoured. It is a whisky that may be whole-heartedly recommended.

BARGAINS AT BURBERRYS.

Although Burberrys' sale is an event always eagerly anticipated in the shopping world, this year it is more welcome than ever, for apart from the natural human satisfaction in acquiring a necessity at half its usual price, even those who may still be accounted prosperous are conscious of so many additional calls on their incomes that there is a feeling almost of philanthropy in effecting a real economy which leaves money free to be devoted to outside purposes. Moreover, in spite of all their Service equipment work, Burberrys have made preparations for this year's sale on a more lavish scale than ever before, so that the opening day, January 1st, marked an event memorable not only for the size and quality of the stock, but for its variety and unrivalled distinction. Top-coats, suits and gowns are present in enormous quantities. To these must be added an immense assortment of men's suits of all kinds, practically the whole remaining 1914 ranges of Burberrys' newly established Completed Suit Department. Further, in order to keep their staff fully employed, Burberrys have made more drastic clearances than ever before, in using up for the purposes of the sale the substantial accumulation of exclusive cloths with which their warehouses were filled, in anticipation of the normal autumn and winter requirements for shooting attire. Large sections of the vast basement and first floor of the Haymarket building are entirely devoted to the sale, and every possible arrangement has been adopted for increasing the comfort of customers. No fewer than eighty-seven of Burberrys' staff are serving in His Majesty's and the Allied Forces, but the firm has taken the necessary steps to ensure that the sale shall be conducted with the usual businesslike attention and despatch as have always characterised it. An illustrated catalogue, including both men's and women's dress, will be forwarded, post free, on receipt of post-card by Burberrys, Haymarket, London, S.W.

THE PROPER DIET FOR INFANTS.

Although at one time a mixture of cow's milk, sugar and water was considered the only substitute for an infant's natural food, now experience has shown that there are many drawbacks to this diet. Apart from the fact that cow's milk and human milk differ widely in constituents, it is extremely difficult to maintain a uniform dilution of the former for every feed. Moreover, even though the milk be sterilised first to free it from harmful germs, there is always a danger that unless absolutely fresh it may contain acid or irritating products, causing serious danger to the child. Neither is it desirable to experiment, since change of food invariably causes trouble, and throws the infant's digestive organs out of order. To overcome the difficulty of obtaining an absolutely germ-free, nutritious and uniform food, the safest plan is to use the "Allenburys" Milk Foods Nos. 1 and 2, prepared by Messrs. Allen and Hanburys, Limited, Lombard Street, E.C. In these, although cow's milk is used, the difference in the amounts of constituents between it and human milk is recognised and adapted to such a nicety that in the result they practically disappear, leaving a pure, germ-free and dry product which only needs the addition of hot water to make a perfect food. To meet the requirements of children from four months onward, when starchy matter becomes essential, there is the No. 2 food, with the addition of maltose, soluble albuminoids, etc. After six months the "Allenburys" Malted Food (No. 3) will supply the necessary farinaceous matter mixed with diluted cow's milk. At about ten months, when a more solid food becomes necessary, the "Allenburys" Rusks are an admirable addition. Added to hot milk and water and sweetened, they provide just the semi-solid, easily digested food a young child requires, while a dry one to nibble is a useful aid to teething. Lightly baked with milk and egg they form an appetising pudding for older children and invalids, while the "Allenburys" milk cocoa, which is predigested during the process of manufacture, is of great value to children from two years old upwards, carrying on the dietetic course commenced at birth. Messrs. Allen and Hanburys do not limit themselves to foods alone. They have also invented an admirable tubeless feeder—the last word in simplicity and cleanliness—and a food measure and powder gauge, so that the exact quantity of raw and prepared material may be assured. Their toilet preparations in the way of soaps, powders, etc., are specially recommended by the medical profession for nursery use, and, finally, the nurse or mother could have no better guide in rearing young children than the excellent little book, "Infant Feeding and Management," a new edition of which will be sent post free on application to the firm.

"Her food for 2 years was yours only."

"The greatest blessing to Baby."

"Has never had a days illness."

"Has never had a days illness."

"Healthy, happy and intelligent."

"A fine rosy-cheeked baby."

"Brought up entirely on your foods."

"Thoroughly healthy and strong."

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"The picture of health."

"Reared entirely on your Food."

"Wonderful progress due to your Foods."

"Your foods show good results."

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TESTIMONY FROM THE BRITISH ISLES

All these are portraits of children fed on the "Allenburys" Foods.

The remarks appearing underneath each picture are extracts taken from the letters received with the photographs.

The "Allenburys" Foods provide a complete and progressive dietary—they develop firm flesh and strong bone—and children thrive upon them as on no other diet.

MILK FOOD No. 1
From birth to 3 months.

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From 3 to 6 months.

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From 6 months.

Pamphlet, "Infant Feeding and Management," sent free.

Allen & Hanburys Ltd.,
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The **Allenburys' Foods**

RACING NOTES.

LAST week's Calendar contains a long list of the names selected for two year old colts and fillies by their respective owners, few of whom appear to have brought much intelligence to bear upon the subject. Here and there one comes across a name appropriate enough in its way. Clerical Error, for instance, is a happy enough solution of the difficulty attendant upon the naming of Sir Mark Sykes' colt by St. Frusquin out of Stolen Kiss, nor is the name, Bridge of Marne, selected for Mr. Gilbert Robinson's colt foal by Bridge of Earn out of Débris ill-chosen. Again, on the principle that, if possible, the name given to a colt or filly should serve as a ready reminder of both sire and dam, Captain Fife acquitted himself fairly well of his duties as god-father in naming the filly by John o' Gaunt out of Lady Melton, Lady Gaunt, and the filly by Orme out of Hélène, Helen Orme. Mythology, natural history, the drama and literature (ancient and modern), are all at the disposal of the "horse god-father," a field wide enough, one would have thought, to render repetition unnecessary, and yet Mr. J. W. Burton has been unable to do better than to select Moorhen (the name of the dam of Gallinule) for his filly by Cocksure II out of Silent Water—if Moorhen it must be, it should surely be Moorhen II—and General Sir Bruce Hamilton has gone back to T. Cannon's old horse, Ocean Wave, in order to find a name for the colt by Flotsam out of Kreuzbrunn. Ocean Wave was by See Saw out of Par Excellence, by Stockwell; he was never trained, but got a lot of useful stock (many of them good jumpers), among them the half-bred gelding Curzon, who all but won—Sir Visto only beat him by three parts of a length—the Derby of 1895. This same Curzon was out of a mare called Tib, belonging to the "Birdhill" family, concerning which a mass of interesting information is to be found in Miss Prior's invaluable Vol. I of the H.B. Stud Book. To get back to the subject of fairly suitable names for bloodstock, Sauce Jug might be mentioned as a happily found combination for a filly by Juggler out of Sweet Sauce, and by way of apt and pleasing excursions into literature, that of Madame Eglantine bestowed upon a daughter of Cowl and Diversion, and the selection of L'Abbesse de Jouarre (dam of Desmond) for the filly by Trappist out of Festive. Such names as Barefoot, Mendicant and Tinker suggested—as they were intended to—descent from Tramp, and it was appropriate enough that among the descendants of Phantom, there should have been Ghost, Apparition, Nightmare and Incubus. In due course Soothsayer was followed by the Witches and Sorcerers, and it was natural that from Whisker should have come, too, Ringlets, Whiskerandos and Moustachios. Lord Rosebery is often singularly happy in the names he finds for his horses; but it was otherwise with the fifth Earl of Glasgow who, having been at last persuaded to give a promise that he would name three of his horses, found himself at the end of several days' hard thinking, unable to do better than to register with the Messrs. Weatherby "He has a name," "Give him a name" and "He isn't worth a name." Poor as they are, the efforts made by the owners of the animals whose christening is recorded in last week's Calendar may safely be said to be better than that, but well they might be, by a long way, and, after all, it may be fancy, but does not good or bad luck often seem to follow the happy or unhappy selection of a name for a horse. Few bad names—names wanting in euphony, at all events—figure in the long list of winners of the classic races—about most of them there is a triumphant ring. Be their names well or badly chosen, rumour will soon be busy with the names of some of the two year olds, to whose running we are already looking forward with keen anticipation, those in particular owned and bred by His Majesty. Concerning their respective merits little can as yet be known.

As far as I am myself concerned, I know nothing at all about any one of them, but in the hope that at least one of them may be found capable of carrying the Royal colours with distinction, and in the certainty that everyone will be interested in their breeding, I append a list of the two year olds now in training at Egerton House. The first is a colt by Sunstar out of Ecila, by Persimmon (by name Dog Star), and his breeding is to this extent interesting that, through his dam, he brings to Sunstar a strain of the St. Simon blood, from which Sunstar himself is free, and, therefore, to my way of thinking, admirably adapted for mating with mares full—as so many of the mares in the Stud Book are—of St. Simon and Galopin strain of blood. Next comes a colt of equally illustrious descent, Sir Dighton, by Bayardo out of Princesse de Galles, by Gallinule out of Ecila. Princesse de Galles was herself a beautiful mare, a very useful one into the bargain, for as a two year old she won four races—ought to have won five—and was placed second in two others, and as a three year old won the valuable Coronation Stakes at Ascot. Other colts are Marani, by Radium out of Witch of the Air, by Robert le Diable out of Vane, by Orme; Spey Pearl, by Spearmint out of Pearl of the Loch, by Persimmon out of Loch Doon, by Bread Knife; and General Probyn, by Fariman out of Prim Nun, by Persimmon out of Nunsuch, ridden by Tod Sloan when, two days after having been badly beaten in the Cambridgeshire, she fairly ran away with the Old Cambridgeshire, beating the winner of the Cambridgeshire (Georgie) by ten lengths, with, it should be added, a pull of 8lb. in her favour

as compared with the weights at which they had met in the Cambridgeshire. Continuing the list of the colts there follow Vane Tempest, by Weathercock out of Flame Flower, by Florizel II (eldest of the three famous brothers, Florizel II, Diamond Jubilee and Persimmon) out of Sweet Vernal, by Sainfoin out of Musa (a winner of the Oaks), by Martagon; Penmark, by Marcovl out of Pintade, by Persimmon out of Guinea Hen, by Gallinule; Santley, by Santry out of Sweet Alison, by Persimmon out of Ecila; and Cocoa, by Cocksure II out of Gold Paste, by Althotas out of Maccaronea, by Macaroni. Next come six fillies—Willow, by Willonyx out of Loch Doon; White Heart, by White Eagle out of Perla, by Persimmon out of Loch Doon; Esther, by Santry out of Persefolis, by Persimmon out of Medora, by Bend Or; Marie L'Estrange, by Cicero out of Marie Legraye, by Diamond Jubilee out of White Lilac, by Springfield; Orange Peel, by William III out of Sweet Vernal, and a filly by Forfarshire out of White Heart, by St. Serf out of Kentish Cherry. TRENTON.

MAGAZINES OF THE MONTH

WAR THE CHIEF TOPIC.

WAR continues to be the prevailing and only live topic in the periodicals. Perhaps it may assist the reader if we analyse and arrange the chief contributions touching on the war and subjects arising from it. Professor Spenser Wilkinson writes learnedly in the *Nineteenth Century* his "Thoughts on the Waging of Great War." He comes to an encouraging conclusion. After recalling that the Ironsides of Cromwell formed the best army ever made, and this because Oliver saw the advantage of enrolling only men of the right spirit, he assures us that "since the 4th of August there has been only one spirit animating the people of this country, and it has given us men of the right stamp by the million." In the same review Sir Thomas Barclay offers a study of reprisals in war. The Vice-President of the Institute of International Law has composed a most illuminating paper on a subject of vital public interest. Everybody should read the full text in order to understand under what circumstances punishment may be inflicted for offences against the regulations of civilised warfare.

"What I Found Out in the House of a German Prince" is told by an English governess in the *Fortnightly*. She made the acquaintance of her little charges when they were engaged in a *Kriegsspiel*. They were bombarding an accurately constructed model of London. "Different sections were fastened on to separate foundations—the Parks, for instance, and Trafalgar Square, with its fountains and dots of lions. Buckingham Palace, with its gardens and tiny sparkle of lake, was on the same wooden plateau as the Admiralty Arch and buildings. Three railway stations were given; and I easily found St. Paul's, with its dome; Westminster Abbey (which my arrival had saved), the Bank of England, the Tower, and the Tower Bridge. Of course, all London was not attempted, but there were less carefully designed models of big shops and flats, and it interested me to see that the wooden foundations had all been accurately placed on a kind of map. This was printed in colours on a very large, elongated square of American cloth of a thin quality which could be conveniently rolled up when not in use. The coloured printing pictured streets, squares, and lesser parks, while blank spaces were left for the wooden foundations to which the buildings were attached. The Serpentine and the Thames were painted bright blue, and the latter, fringed with wharves and dotted with ships, meandered under the model of the Tower Bridge." The article contains valuable evidence that Von Bernhardi, the head of the house of Krupp, and others were previous to 1912 preparing for war with Great Britain. The history of the war is anonymously but very well done in the *Fortnightly*. Of "The True Story of the War," by Major Redway, in the *British Review*, we cannot speak so favourably. It is punctuated by "excision by the Censor," and the surprise is that they were not more numerous. Mr. Austin Harrison's "Beating the Germans" in the *English Review* is lively and well-informed, and "In the Trenches," by "H. M. M.," bears every mark of being a vivid transcript from the actual. The *English Review* is the most incalculable of magazines. Oftener than any other periodical it gets hold of such an exceptional thing as the sketch story which Mr. John Freeman contributes to the present number, but its door is, alas, open to utilities like Mr. Edward Carpenter's "Healing of the Nations" and Mr. Edwin Pugh's "The Mind of the Clerk." The latter is a study of the typical boy of the working classes, the County Council boy sufficiently above the average to aspire to a clerkship. Among the nice things said about him, it is said that he is thievish and prefers to steal money rather than goods, and that he has inherited no traditions. Indeed, he inherits the best of all traditions, that rendered articulate by one who was at once a peasant and a clerk, viz., "to labour is to pray." Viscount Herberton's article on "The Tyranny of Culture" must be classified with these, except that the writer's extremes make us suspect him of jesting—"the kind of people who derive the greatest pleasure from art and literature are neurotics, decadents and sexual psychopaths."

The *Cornhill* begins the year with a very brilliant number. The most instructive article is that on "Guns and Explosives in the Great War," by Major-General Sir Desmond O'Callaghan. Maud Diver pays a fine tribute to Lord Roberts, and Sir Edward T. Thackeray gives some pensive and interesting reminiscences of his great relative, the novelist. Thackeray wrote with something like prophecy in the *Roundabout Paper* of August, 1862: "Yet a few chapters more and then the last; after which, behold *Finis* itself comes to an end and the Infinite begun." Sir Edward Clarke, in his "Leaves from a Lawyer's Case-book," tells of the trial of Esther Pay. G. W. Erskine contributes a clever short story, and Professor L. P. Jacks discourses to edification on "The Poor Man's Pig."

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SHOOTING NOTES.

LAST MIDWINTER IN THE HEBRIDES.

PERHAPS of all localities in our island dear to wildfowl the Western Islands show the most varied and interesting bags. To a lover of sport and beauty of scenery the wild stretch of marsh, flanked by rocky hill, swarming as it does with fowl of every kind, left nothing to be desired, and, my friend and I having arrived on Saturday, took, on the following Sunday, our first survey of the ground, and felt indeed as if we had stepped back into mediæval days; for here were birds, rare in these times, but common in the days of old. I think the sight of eleven ravens feeding on a dead whale was the first thing to make us realise in what a wild district we were; and when, on the top of that, we saw a hen harrier fly unconcernedly past us, we agreed that, even supposing our total bag to be small, our time would not be wasted.

The Monday saw us make an early start, fully equipped with our twelve and eight bores. The morning was one of those breathless days, cold and clear, when sound carries far. We took up our places behind two large stones, facing the marsh in which the birds were and in line with a loch on which they were accustomed to spend the day. Having arrived at our places too soon, we spent some thrilling minutes listening to the sounds of the feathered people on the marsh. The first birds to leave were the snipes, returning to the hills. I heard a great many pass over us, but they left too early to be visible. There was then a space in which nothing happened till the boom of the eight-bore on my right told me that flight had begun; then, a rush of wings and a flock of widgeon passed over me high, but not quite out of reach, as one of them had good reason to discover. The fun now began in earnest! The air was full of sounds, and the shooting was fast and furious. It was then that I first heard the pintail's peculiar note; one of these beautiful birds was bagged by my friend—a fine drake in full plumage. All was over in a horribly short time, and it only remained for us to collect the dead and wonder why we had not killed everything we had fired at!

Our next movement was to go to some sandhills near by, which our keeper informed us was the line of flight for the geese and swans, which birds seem to flight about three-quarters of an hour to an hour later than the ducks—a great advantage, as it enables one to see them so much further off and change one's position if necessary. We had not been in our places long when we heard that beautiful deep—"hoop, hoop" of swans, and we then quickly perceived seven coming straight for us. It was a most exciting moment, as neither of us had ever shot a swan before. On they came, huge birds, with slow-beating wings and necks stretched straight. We jumped up and I am sorry to say four shots resulted in only one swan, the rest going on heedlessly. A whooper he was, a beauty, and afterwards proved to be excellent eating. We stayed in our places some time longer, in hopes of geese, two gaggles of which passed us, without, however, enabling us to get a fair shot; a third gaggle, coming low and straight to us, raised our hopes, which were, however, not realised, for when they were directly over us we jumped up to fire, upon which every goose flashed to the ground, zigzagging like a snipe—a beautiful sight and a form of flight which I had never seen practised by geese before, also an effective one, as we failed to get a single bird!

Flight being then over, we tried a swan drive, thirty-seven of which were feeding on a large shallow loch close by, but without success. Later on in the day, however, I succeeded in getting a Bewick, and was very pleased to have got the two different specimens so easily. We discovered later that the whoopers were far in the majority, though mixing freely with the Bewick. Two large swans rose from the loch before the rest of their companions had thought of rising and seemed in every way much wilder birds, and on several occasions afterwards we noticed them always keeping apart from the rest—in fact, having to, because any attempt on their part to approach too near the main flock was quickly suppressed, and resulted in their being driven off by the whole flock.

Although we never got one, we got near enough one day to make almost certain of their being mutes—an interesting fact, as their extreme wildness seemed to prove their being genuine wild birds, and genuine wild mutes are not to be found often in the British Isles. Our keeper, a man with a good knowledge of wildfowl, informed us that last winter a black-headed and necked swan had spent the winter on the island, associating and mixing with the other wild swans. I do not know if there is another record of the black-necked swan of South America being seen in Britain. He also told us that a pair of whoopers had nested and successfully reared their young. Ravens, as I mentioned before, there were in plenty, and I had a good laugh over one who had got a long piece of string tied round one of his legs; his efforts to walk and his rage at being tripped up were too ludicrous for words. I shot a raven whom I had noticed was the possessor of only one leg! He had had it taken off apparently years ago, and was walking on the stump. When I shot him he turned out to be a bird not only in

fine plumage, but also covered with fat! Some of these ravens used to fly the twenty miles from Barra, a neighbouring island, to Uist regularly every day, to spend it on and in the close vicinity of the dead whale on the shore. Writing of ravens reminds me that they were not the sole members of "The Whale Club," for there were in attendance a large horde of greater black-backs and herring gulls, also an occasional band of wolfish-looking dogs belonging to the crofters. It was really a fine sight to see these dogs fighting over the tasty morsels, or to watch them slinking off in ones and twos to their respective homes, trotting along the sandy waste looking for all the world like their ancestor, the wolf.

Domestic animals, cattle, sheep, horses, etc., seemed, like the dogs, to lead a very precarious existence, for here on the sandy land you saw the sheep (some of them four-horned and all tiny) spending the whole day digging for the roots of the summer grass, and on the shore the cattle seemed to find the seaweed all they required, while the ponies fed on the stubble on the crofts or waded out, belly deep, into the lochs and fed on the floating weeds and freshwater plants. We saw a very pretty sight one day—that of a peregrine falcon swooping at a flock of some fifty rock doves; four times he hurled himself into the flock of terrified birds, to fail, however, in striking one. We watched the chase out of sight, but he did not kill; these rock doves possess great powers of speed, twisting and dodging like snipes. Many of them as well as the ravens flew over daily from the island of Barra. We also saw a sparrow-hawk after a lark, which flew out to sea, causing the hawk to quickly give up the chase and return to the mainland. Our keeper told us of an instance he witnessed of a peregrine falcon attacking a flock of whoopers, which seemed quite terrified; but unfortunately, he never saw the peregrine strike one of the swans, and I very much doubt if he would do so, as I expect he was only amusing himself at the swans' expense.


There was a large population of smaller birds on the island, such as redwings, buntings, larks, pipets and a few common buntings, vast flocks of starlings, red-polls and snow-buntings, also a great many hoodie crows. There were no sparrows, neither did I see any blackbirds. As there are no trees, all the nesting birds have to build on the ground; starlings seem to build mostly under large stones; the ravens, hawks and hoodies all nest on a certain cliff. There are no carrion-crows, jackdaws or rooks. One lovely June-like day we spent in a boat visiting the many creeks and inlets of the island; in them we found plenty of wildfowl, but, the day being so fine, they were very wary of approach. The only things which afforded us easy shots were the seals, which are fairly numerous there. We succeeded in getting some mergansers, one a beautiful drake specimen in full plumage. We saw plenty of mallard and teal, but only managed in getting one of the latter birds. Eider were there in abundance and, of course, many cormorants, also a lot of dabchicks, red and black throated divers and one great Northern, who soon vanished at our approach.

Another and a more suitable day found us back at our first fighting ground and saw the deaths of two white and two grey-lag geese. We had a shot at some barnacle, many of which passed over daily—never, however, giving us a decent opportunity. We got some duck of no particular note, most of which we were not able to find owing to the darkness. On the following morning, when we returned to see if we could pick up any more of the slain, a mob of hoodies rose, telling us of at least one death, which turned out to be that of a fine gadwall, unfortunately totally ruined by the work of the hoodies; these birds are very numerous indeed, and do a lot of harm to the crofters through killing chickens and grubbing up the new-sown grain; they, however, never seem to attempt to kill them. Among the birds we saw were swans, whoopers, Bewicks and two mutes, whoopers being the commonest of the geese; grey-lag barnacle and white-fronted grey-lag were the most numerous, as they breed in large numbers on the island, and one Canadian goose was shot by the shooting tenant next door to us, among a flock of grey-lag.

We saw a lot of solan geese, and continued to see odd birds "all along." Of the ducks, we saw mallard, widgeon, pochard, teal, pintail, smew, merganser, goosander, scaup, shell-duck, scoter, tufted, golden-eye and eider. Widgeon and teal were to be seen in large flocks. We did not see any shovellers, though they do breed in small numbers on the island. The shore, of course, was covered with the smaller waders, such as red-shanks, sand-pipers, common and purple, large flocks of turnstones, ringed plover, also a good scattering of knots and dunlin. Curlew and green plover, too, were in large flocks on the rocks.

It was with feelings of great regret that I left the island after having spent one of the most interesting fortnights of my life in, to my mind, one of the most genuine and interesting spots the British Isles can show, and it will be of considerable interest at the end of the war to observe the effect on the wildfowl of the presence of British warships off the islands this winter.

C. L.



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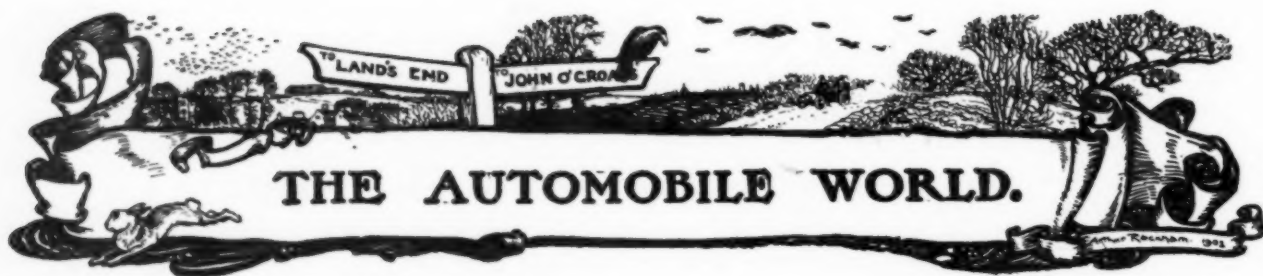
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THE extensive use of motors of all kinds for military purposes will inevitably exercise a definite influence on quite a number of developments. Probably one of its principal effects will be to encourage standardisation. The problem of keeping big fleets of cars in service under bad conditions of road, weather and maintenance is difficult in proportion to the lack of uniformity of the types of vehicles employed. The great importance of numbers in the firing line points to the desirability of making every possible effort to decrease the number of men forming part of an army, but yet not available as fighting units. It is only by standardising to a high degree that the staff of drivers and mechanics can be reduced to a minimum. A mixed fleet, if it is to be kept on the road at all, requires the assistance of more repair shops, and much larger quantities of spare parts. In passing from the general theory to the specific instance, we may assume that the war will discourage the idea that a car-lighting dynamo can be driven from any point on the transmission between the fan pulley and the back axle. Under service conditions, cars are frequently required to run long distances at night at very slow speeds. For example, every convoy of transport lorries is accompanied by several cars. One is used by the commanding officer, who travels at the front of the convoy; another by the officer commanding workshops, who travels at the rear; others, again, by subalterns, who are sprinkled along the length of the convoy. In the first instance, many of the junior officers were provided with motor bicycles, but the general break up of the roads makes the use of these machines in close proximity to heavy lorries more and more dangerous, and cars are now generally preferred. The average speed of a convoy may be something in the neighbourhood of eight miles per hour, and in that case, whatever the point from which the dynamo drive is taken, there is not very much chance of keeping the accumulators well charged. If the dynamo is driven from any point to the rear of the clutch, its efficiency is to a further extent affected, and if it is driven from any point to the rear of the gear box, it gets practically no chance at all, since it is not even rotated with fair rapidity when the car is travelling slowly on bottom gear.

Provided that the drive can be so arranged as to give the dynamo a fair chance of keeping the accumulators charged, electric lighting is generally to be preferred to acetylene lighting for military motors, since the latter involves the use of water which, at this time of year, is liable to freeze up. Those who have had experience at the front seem to prefer electric lighting as a standard, with an acetylene outfit for use in emergency if the accumulators get broken up or become discharged. So far as the electrical equipment of cars is concerned, the extensive use of armoured cars tends clearly to encourage the wider employment of really powerful engine-starting motors. It is of the highest importance that it shall be possible to restart an engine while the car is under fire without the occupants having to get out and expose themselves to quite unnecessary risks.

Among the heavier classes of vehicle, it would not be surprising if the war led to the general employment of some simple mechanism capable of locking the differential gear. When a heavily loaded lorry has to begin to move with one of its driving wheels on *pavé*, and the other a foot lower down on soft mud, the differential may very well make progress impossible. It is quite common practice on steam lorries and tractors to provide a simple means of locking the differential and so temporarily putting it out of operation. In general, the required effect cannot be produced without the driver or attendant leaving his seat. Various devices have been brought out from time to time enabling the driver to lock the differential from his seat, but some at least of these have been afterwards abandoned in favour of the more primitive method.

Another feature which is quite likely to get encouragement by the war is the provision of some simple means of enabling the engine to exert its power through a wire rope gear while the car is stationary. It is surprising what can be done with the aid of the big leverage provided by a gear of this kind. Assuming that roads will get worse and worse, and that swamps and streams must necessarily be forded fairly frequently, the provision of a wire rope gear would constitute a most important and valuable asset. At least one or two cars of every big convoy certainly ought to be so fitted to facilitate dealing with broken down vehicles, clearing the road of the obstruction caused by them, and helping the whole fleet to negotiate any particularly difficult bit of ground.

ECONOMISING ROAD SPACE.

WHILE we all recognise that mechanical transport has the effect of reducing congestion along the lines of communication

behind armies in the field, it may still be interesting to consider briefly to what extent it effects this important purpose. First, as regards the length of a convoy consisting, let us say, of one hundred vehicles. If horsed vehicles are used, some drawn by two and others by four horses, we may take it that the average length of each vehicle with its horses is in the neighbourhood of 27ft. Not less than about 15yds. has to be left between



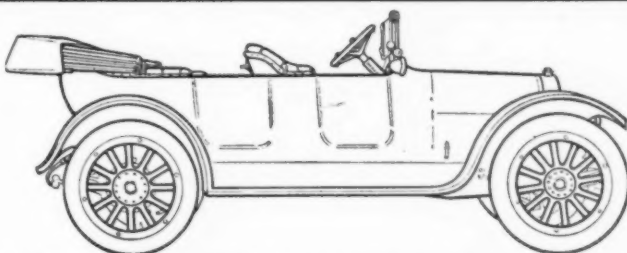
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A big group of Napier light vans supplied at very short notice to the Russian Government.

between each unit of the convoy, and, consequently, the approximate road space occupied is about one and a quarter miles long. When mechanical transport is employed, the average length of each vehicle certainly does not exceed 20ft. The interval at which the cars travel can be reduced on account of the fact that they are under better control. The official regulations with regard to mechanical transport give 30yds. as the interval between lorries on an open road, and 25yds. in towns and villages. In practice, these intervals are much decreased, and there is no doubt that if road congestion made it necessary, they might well be reduced without appreciable danger to about 8yds. or 10yds., presuming the speed of the cars to be strictly moderate. Now the horsed vehicles will certainly not average more than a ton and a half of useful load, while the motors will average at least

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three tons. Consequently, half the number of motors is necessary to replace a given number of horsed wagons. At a very moderate estimate the length of the column handling a given load would be reduced from one and a quarter miles to half a mile.

Now, as regards speed, we have to remember that this is regulated in each case by the capabilities of the slowest unit. In the case of the horsed convoy, this means that we cannot

it would be well worth the while of the military authorities to consider the provision of motor drinking water carts somewhat on the lines suggested. It may be argued that the system would place too much responsibility on the shoulders of the men in charge, since it would not be automatic, but would be entirely controlled by hand. The question is whether this does not represent a smaller danger than that involved by dependence on delicate scientific apparatus fitted up in a vehicle subjected to a great deal of jolting and vibration.

THE CAUSES OF ACCIDENTS.

IT has always been recognised that there is a humorous side to the practice of issuing a driving licence to any applicant without regard for any consideration other than his age. A suggestion has recently been put forward to the effect that motorists should voluntarily submit to a really comprehensive official test of their competence as drivers, and that, having passed such a test, their competence should be taken as an established fact and recognised in the event of accident or collision. If, for example, a certificated motorist came into violent contact with an owner of a mere driving licence, the latter, in default of evidence to the contrary, would presumably be held responsible. Again, if the happy owner of the certificate were to injure a pedestrian, the court would be expected to let him off on comparatively easy terms on the grounds that the accident, if avoidable, would have been avoided as a result of his skill. In practice it is very doubtful whether any such scheme would work out. It is more than likely that the point of view of the average magistrate would be that the more skilful the driver the greater the blame attaching to him in the event of accident. There would be much to be said for this point of view. Some accidents are unavoidable so far as the motorist is concerned, and caused solely by gross carelessness on the part of other road users. In such a case it would not be fair to fine the comparative beginner double for doing something which the greatest expert would have done in his place. Some accidents, again, are due to incompetence on the part of the motorist, but it is questionable whether these represent more than a very small proportion of the gross total. Probably incompetence is not such a common cause as carelessness, which no scheme of official tests could possibly prevent. In fact, the naturally skilful and self-confident but reckless driver would pass all tests with consummate ease, and, buoyed up by the feeling of comparative immunity, would proceed to take bigger risks than ever. Sooner or later he would get some less skilful but more careful man into an awkward corner; an accident would occur primarily owing to his recklessness, and the other man, who, had he been as used to emergencies, might have escaped, would—in theory—be held entirely responsible. In practice, those called upon to dispense the law, would



A SMART TWO-SEATER.

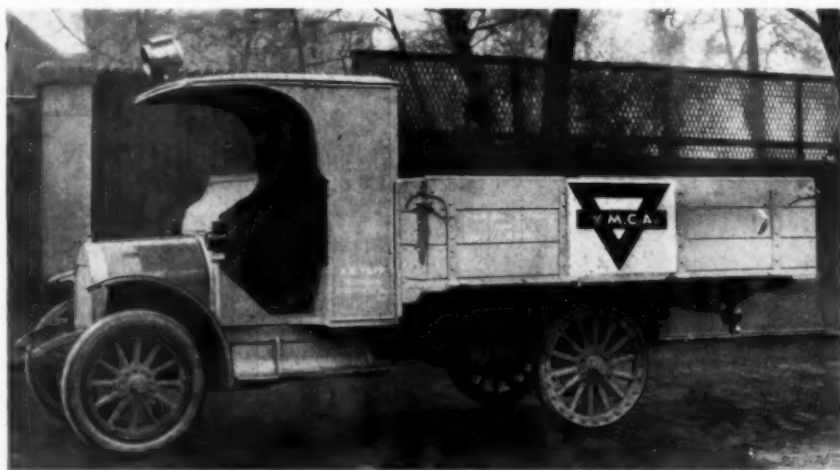
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reckon upon a higher average speed than two and a half miles per hour, with a halt for rest and food about every fifteen miles. The motors, on the other hand, will certainly average at least eight miles an hour even over very rough road surfaces, and, if necessary, could undoubtedly be pushed along at an average of ten miles an hour. Now the occupation of a road depends upon the space taken up, and the time during which that space is occupied. For example, a vehicle 24-ft. long, which is on a road for two hours, occupies that road four times as much as a vehicle 12-ft. long, which is only there for one hour. A comparison of road occupation is got by dividing the space taken up by the speed. On this basis, the occupation for the horse convoy as worked out above is represented by $1\frac{1}{2}$ divided by $2\frac{1}{2}$; that is to say, .5. The corresponding figure for the motor convoy is a $\frac{1}{2}$ divided by 10, or about .05. This rough calculation indicates therefore that, in carrying a given store of supplies, the use of the motor reduces the occupation of the road to one-tenth of what it would have been with the old method. The consequence is that, alternatively, either ten times the amount of goods can be handled without the roads becoming unduly congested, or else the roads are left comparatively free when a volume of traffic is being handled which, under the old conditions, would have caused great congestion and confusion, which would have been a serious disadvantage in the event of an advance, and possibly a fatal complication in the event of a retreat.

MOTOR DRINKING-WATER CARTS.

RECENTLY we gave some particulars of a new type of motor soup kitchen for use in connection with ambulance services at the front, and we hinted that the system of heating therein adopted would be applicable also to various other useful purposes. Perhaps one of the biggest needs of our Army is some system of providing ample supplies of sterilised water for drinking purposes. The old type of filter cart has not proved altogether satisfactory. The sterilisation of water by adding drugs is at least fairly effective, but is not generally regarded as absolutely safe. Neither does it render the water at all palatable. It is, of course, not necessary to distil water in order to sterilise it. All that is wanted is to raise it to a temperature not far short of boiling point and allow it to cool again. The system of central heating adopted in the motor soup kitchen which we illustrated would lend itself well to this process, and at the same time would ensure a small supply of distilled water, which would be very useful for medical purposes. The principal difficulty—especially in the summer months, when the whole problem will become more urgent—would be to persuade the water to cool down with sufficient rapidity after being heated. There are, however, ways and means of securing at least fair efficiency in this respect, and we should certainly imagine that

most like fail entirely to be impressed by any printed evidence of infallibility. On the whole, a well meant attempt to eliminate the incompetent would probably serve rather to encourage the kind of driver who, by perpetual rashness and many near shaves, has become wonderfully competent in any sudden emergency but who, nevertheless, does not necessarily represent a desirable type on the road.



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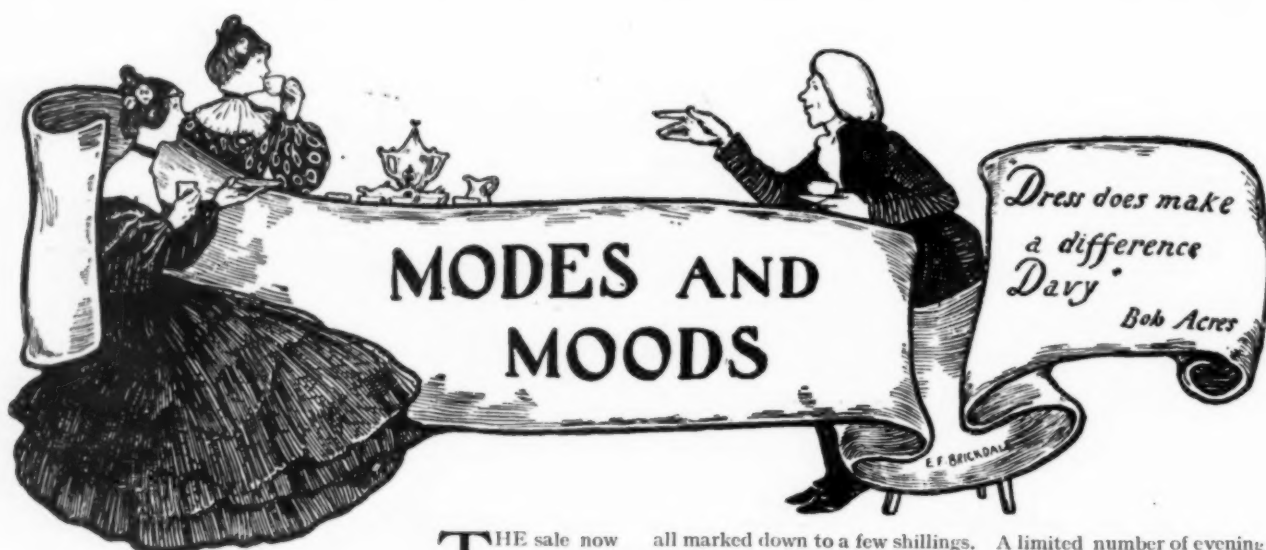


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THE sale now proceeding at Dickins and Jones' will be an unique opportunity for everyone to exercise an economy in clothes which is just now an even more desirable procedure than ever. A leading feature are useful ready-to-wear coats and skirts of navy and black coating serge, and tweeds. Simply incredible value is represented in the suit pictured of hand-made Donegal tweed, obtainable in a variety of new mixtures at the sale price of 4 guineas. In every respect the model cannot fail to meet the most fastidious demands, being perfectly cut and tailored, and therefore invested with the *cachet* only possible under the best tailoring auspices. The style selected, moreover, is one not likely to be easily dated, while for 10s. 6d. the same costume can be made to measure. Another useful tweed suit boasts a semi-fitting coat, the fronts closing low down with two buttons and having a smart finish imparted by a velvet collar and cuffs; this is only 73s. 6d.

It will doubtless be recalled how Messrs. Dickins and Jones recently purchased the whole of the stock of their near neighbours, Duncan Smith; and among the surplus left of this are a few very smart sports coats made of new mixture tweeds, fleeces, etc., really covetable possessions, selling at the one price of 29s. 6d. Some idea of the real value of these coats may be gathered from the fact that the original prices were anything from 52s. 6d. to 4 guineas. Eminently desirable also is a *chic* full belted overcoat of Tantalum fleece, made in Dickins and Jones' own workrooms, reduced to 45s. 6d., the sleeves and yoke lined silk, while for early spring wear, at the same price, there comes an ideal coat on similar lines in fine quality navy and black serge.

Prominent among the novelties for the early spring are fine box pleated skirts of navy suiting. Usually these are mounted on a deep shaped yoke, and have almost the swing of a Scotch kilt as the wearer moves. Accompanying these skirts are either half length, full back coats, with picturesque roll over collars, or else long sashed models, the former of the two striking the newer note. I have furthermore seen some little navy suiting frocks, in which the full tunic or over dress is gathered into the waist and held by a series of small black buckles. The idea appealed to me immensely, a simple corsage completing the scheme, usually opening on a gay little vest of striped silk or velvet, finished with a muslin collar. But in respect of silhouette, it is good to remark a determination to encourage simplicity. There is small need to dread drowsiness or monotony under such conditions; for in these days we have means in the way of cut and sartorial handling generally that entirely precludes any such contingency. The plainest of all round skirts, allied to an equally plain, almost straight, coat buttoning closely up centre front to the throat, sounds nothing in the telling, and yet such costumes are being worn that, under latter day auspices, express the epitome of *chic* and elegance. I have intimate acquaintance with one effected in a dark bottle green suède velour, both skirt and coat bordered with seal musquash, a deep, close collar of fur also enclosing the throat, a costume that attracts and retains the eye in a way that speaks volumes.

A sale which always affords exceptional opportunities for the acquisition of the best white goods, whether household stuffs or lingerie, is that of Messrs. Robinson and Cleaver, 156-170, Regent Street, W., and this year it will be even more to our advantage to pay an early visit to that which began on January 4th, since the firm, determined to make an absolute clearance of the stock accumulated during the depressing months since war began, have marked everything down to unprecedented prices. This policy of reduction is even extended to the lace department, where beautiful real lace scarves, fichus, etc., whose only fault is that they are slightly shop soiled, are to be cleared at cost price—a similar fate befalling Irish crochet by the yard. In the blouse department there are some delightful models in the latest high collared styles, in good crêpe de Chine, net or silk,

all marked down to a few shillings. A limited number of evening gowns are now less than half price; handkerchiefs, lingerie, baby linen and household linen are greatly reduced; model coats and skirts and cloth wraps are in many cases marked at half price and less to clear, while the men's department deserves a special visit, for here are bargains for those at the front in the shape of body belts (at 14s. 6d. per dozen) and cuffs, cardigans, mufflers, etc., at prices ranging from 9d. upwards.

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KENNEL NOTES.

THE LATE MR. EVERSFIELD.

"TODAY man is; to-morrow he is gone." Scarcely a day passes in this Homeric period in which the aphorism of the old moralist does not come home to us all in a very personal manner. We of the dog world have had to mourn the passing of old friends, who have given up their lives in the service of their country. In some cases the war has levied a direct toll; in others its action, though less immediate, has been as certain. Mr. C. C. Eversfield of Denne Park, Horsham, the well known field trialler, has been taken from us in a manner that was truly tragic, and one can but say, "O, the pity of it." In early middle life—he was but forty-three—and of easy circumstances, one would have thought him the last to die by his own hand, but service at general headquarters in France seems to have brought on a nervous breakdown, which caused him to be invalided home. Delusions following so preyed upon his mind that when out with the Hon. Dudley Carleton, and accompanied by some of his dogs, he suddenly shot himself. Mr. Eversfield only succeeded his father two years ago. The family had been in Sussex for some centuries, the founder being the Sir Thomas Eversfield, who purchased the estate in 1604. In the eighteenth century, male issue failing, the title lapsed, the property passing to Olive, a sister of the last baronet. Eventually, still on the distaff side, it came into the possession of the wife of the late Mr. Eversfield's grandfather, who assumed the name of Eversfield.

The late Mr. Eversfield was a keen sportsman, as we all know, and it was through his instrumentality that the Horsham and District Dog League came into being. Joining the Kennel Club in 1906, he was soon put upon the Field Trials sub-committee, where he rendered useful service. His kennel of English springers won extensively at trials and in the show ring, his most noted spaniels of recent times being Champion Denne Duke, Champion Velox Powder and Denne Jester. These were full of the Boughey blood, tracing back their descent to the dogs of Sir Thomas Boughey of Aqualate, who lived in the early part of last century. The pedigree of Velox Powder begins with the names of Mop I (1812) and Fan (1817), so that it is of considerable antiquity as canine genealogies go. In days gone by Mr. Eversfield was a more than useful cricketer, he played golf for Cambridge and he was a first class shot.

FOX TERRIER AFFAIRS.

Voluminous documents from Mr. F. W. Bright, the able hon. secretary of the Fox Terrier Club, remind me of the fine work being achieved by this influential body. Therein are details of the various stakes promoted by the club—the Derby, the Oaks, the Birthday and the Produce, entries for all of which close on the 31st of this month. As they are open to the world no one need be diffident about writing for particulars to Mr. Bright at the Grange, Ivinghoe, Tring. There is an old saying that "Once a bulldog man, always a bulldog man," but, considering the numbers that have been staunch to the popular little fox terrier since dog showing was in its infancy, I imagine that devotees of this breed are prepared to challenge all comers. The specialist show of the club, for instance, has been held almost continuously for nearly forty years, and some of the members who are exhibiting to-day have rarely missed a fixture. In the pedigrees of the winning terriers of the present time one may find the names of those benched at the first show at Lillie Bridge, away back in the seventies. These facts certainly entitle the fox terrier to a prominent place among dogs who, by their intelligence, gameness and instinct for sport and companionship, have been admitted to a corner of the home or kennel.

Probably there is no breed that has so consistently averaged such a large entry at our shows during the past quarter of a century or more. There must be some all compelling reason to account for this state of affairs. Is it that above most of his kind the fox terrier combines in small compass advantages and merits denied to most? From the standard of the club one may gather that he should be put together on the lines of a well built blood hunter, scaling a little over sixteen pounds in working condition. Thus he has strength and activity without lumber. Add to this his reputation for pluck either above or under ground, together with his keen intelligence, and we get a sizeable, sagacious animal, as much at home in the fox-hound kennel, the stable yard and field, or the smoking room. Perhaps one should also include the lady's boudoir, since in these days women as well as men like being accompanied by a game and active terrier. A number of ladies, too, are in the first rank of fox terrier exhibitors. Breeders and exhibitors discover another charm in our little friend. The dog having been bred to an intelligible standard for many years, there is some certainty of the true type being produced generation after generation, and I am inclined to think that judges are less erratic in their decisions. I was not able to get to the late show at Nottingham, but I am told by one of the best authorities that the smooths and wires were distinctly meritorious taken all through, and that the winners included some really beautiful terriers.

I doubt if any variety has reached such a pitch of perfection, for only terriers of the very highest class standing a chance of scoring at any of the leading exhibitions. Many are overlooked altogether, or relegated to the somewhat barren honour of a "very highly commended" that in most breeds would be entitled to first place. Perhaps, after all is said and done, this constitutes the major charm of fox terrier breeding. The very difficulty of getting a champion appeals to the sporting instincts and tenacity of the British race. Only those possessed of rare judgment can hope to come to the top; but what a consolation it is when one reaches the summit! A. CROXTON SMITH.

FOR TOWN & COUNTRY

MUSHROOM TOWN.

ONE of the largest training centres for soldiers in Scotland is at Nigg, Ross-shire, where the Government is making provision for housing the soldiers in portable buildings. The contract for these buildings, amounting to nearly £100,000, was given to Messrs. Cowieson and Co., the well known portable building manufacturers. Although they only commenced operations about five weeks ago, over 100 buildings have already been erected and occupied by over 3,000 officers and men. It is quite a surprise to visit the site and find street after street of neat barrack buildings, with kitchen blocks, recreation rooms and other accessory buildings all complete, and it seems almost incredible that the whole could have been erected in so short a time. The contractors have between 300 and 400 men employed, who are working early and late. While proceeding to Nigg from the station, one meets a continual procession of traction engines, motor lorries, carts, etc., conveying material to the site. Owing to the expeditious way in which the contractors have handled this work, we understand they have been entrusted with similar work both at Cromarty and Invergordon, while they have also large contracts for Government buildings in Orkney and at Aultbea.

FOR THE GARDEN.

The garden has been somewhat superseded in our minds lately by graver matters, but no purpose can be served by neglecting it, while, on the other hand, much pleasure and many important additions to the food supply can be obtained therefrom during the months ahead. We have no hesitation, therefore, in drawing our readers' attention to those harbingers of spring, the garden catalogues, the first of which reached us betimes from Messrs. Pennell and Sons of Lincoln. In ordinary years we should dwell at some length on the trees and plants for hedges, game coverts and undergrowth with which the book opens. As it is we turn to the other end, and begin with the small fruit, a branch of gardening in which we are rather apt to get behind the times. In strawberries there are two new varieties worth mention—King George V, an early berry of the Royal Sovereign type, but superior in flavour, and a heavy cropper, and The Queen, a fine hardy fruit which will soon run British Queen very close for public favour. In fruit for bottling the gooseberry stands high in popular taste, and we should single out the Stockwell as, perhaps, the best for this purpose. Room should also be found for black and red currants in every well stocked kitchen garden, the loganberry (a prolific bearer), the strawberry, raspberry and the Japanese wineberry; the former bears freely a scarlet coloured fruit on bushes, which add to the gaiety of the kitchen garden, and the same remark applies to the Japanese wineberry as a climber. For particulars of varieties of apples and pears and flowering shrubs we must refer our readers to the "Trees" catalogue, which, by the way, contains much useful information as to culture.

THE THAMES NAUTICAL TRAINING COLLEGE, H.M.S. WORCESTER.

The cadets of this Mercantile Marine Training College left for the Christmas holidays on December 23rd, and will return on January 28th. Three-quarters of the staff have been called out on active service, but means have been found, with the hearty co-operation of the remaining staff and the cadets, to continue the work satisfactorily. The following are recommended for appointments as midshipmen in the Royal Naval Reserve: R. D. Cooper, J. C. C. Irving, F. E. Garner and A. A. Holland, and in this connection it may be stated that there are over 300 Old Worcesters now on active service.

VICTIMS OF THE SCARBOROUGH BOMBARDMENT.

Among the buildings which suffered in the German raid on the East Coast was Queen Margaret's School (the property of the Northern Division of the Woodard Society, who also own Queen Ethelburga's School at Harrogate). Fortunately the pupils, who number 180, and the staff escaped without injury, but, a few minutes after they had left, a shell hit one of the buildings, carrying away a large portion of the roof and doing much internal injury. Arrangements have now been made to transfer the school temporarily to Atholl Palace Hotel, Pitlochry, in the heart of Perthshire, and no doubt the girls will enjoy the sequel to what, we hope, will remain the most adventurous day of their lives.

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RACING NOTES.

THE publication, in last week's *Calendar*, of the entries for the Spring Handicaps and other races of importance was this year awaited with more than usual interest as serving to give some indication of the general opinion of the duration and issue of the war. It may at once be said that a glance through the entries reveals a very satisfactory state of affairs. It is true that for some of the races which closed on Tuesday last the entries are not quite so numerous as last year, but the difference is slight, so slight, indeed, as to show that neither owners nor trainers anticipate much, if any, interruption to racing; it is, moreover, very satisfactory to note that among the entries are those of horses bred and owned by His Majesty. Of these, one—Sunny Lake—is included in the forty-five entries secured for the Lincolnshire Handicap, for which, by the way, only one three year old—Lord Durham's Lux—has been nominated. Lux, I might add, showed nice speed last year when he won the New Nursery Handicap at Newmarket and the Medway Plate at Lingfield Park, and, being a gelding, may come to hand early in the season; but in connection with the Lincolnshire Handicap, luck has been all against three year olds for some years past, no horse of that age having been successful since 1893, when Wolf's Crag won with 6st. 7lb. in the saddle. Outram and Cuthbert, last year's winner and runner-up, are again entered, so are Polycrates (winner of the Great Tom Plate), Lie-a-Bed (winner of the Royal Hunt Cup), Honeywood (winner of the Cambridgeshire), Maiden Erlegh, Cheerful, Mount William and other useful handicap horses—a good all-round entry indeed. For some reason or other the Liverpool Spring Cup does not appear to be popular with owners, but after all, twenty-five horses—seven less than last year—have been nominated, among them China Cock and Wrack, respectively first and second last year. I note, too, Polygamist, fifth in last year's Cesarewitch; Honeywood, winner of the Cambridgeshire; his stable companion, Irish Chief; and the Irish-bred five year old, Hare Hill. Only one three year old, Buskin, figures among the forty-three entries for the City and Suburban; but Buskin is very likely a very useful colt, for although his earlier efforts were confined to selling races, he made such improvement that later in the season he won the Prince of Wales' Nursery at Doncaster, giving 4lb. and a three lengths beating to Crevasse, and in the Free Handicap at Newmarket beating Costello—from whom he was in receipt of 11lb.—by three lengths. Last year's winner, Maiden Erlegh, will, I suppose, be top weight; but the stable has other representatives in Honeywood and Irish Chief. Mr. J. B. Joel nominates Black Jester, Princess Dorrie—both classic winners last year—Blue Stone and Sun Yat. Dan Russel, bought by F. Darling for 920 guineas at the December Sales, is entered in Mr. J. Buchanan's name, and Happy Warrior, formerly the property of Mr. J. B. Joel, is now doing duty for Mr. E. Kennedy Jones, who gave 1,400 guineas for him in December last. An excellent entry—wonderfully good, indeed—has been received for the Great Metropolitan—two miles and a quarter—there being fifty-five nominations as against fifty-eight last year and fifty-three the year before last. Balscadden, Fiz Yama and Troubadour we know can stay; so, too, can Colloidion, judging by the manner in which he won the Goodwood Stakes—two miles and three furlongs—last year. The race for the Coronation Cup *might*, indeed, be of great interest, for among the entries are those of Durbar II., Black Jester, Kennymore, Princess Dorrie, Peter the Hermit, Hapsburg and Corcyra. Other interesting entries are those of the two French colts, Nuageux and Le Melior, owned by Mr. E. Blanc; and Lord Decies' Irish-bred three year old, Ballaghtobin, unbeaten as a two year old, and, for all that we know to the contrary, quite a good one. Many people thought last year that had not so much use been made of him, Kennymore ought to have won last year's race for the St. Leger Stakes; others, myself included, thought that Black Jester beat Sir John Thursby's colt fairly and squarely on his merits. The Ascot Cup may definitely settle the question, for both are entered. So, too, are Florist, Peter the Hermit, Willbrook, Troubadour, Trois Temps and the three year old Ballaghtobin. Foreign entries there are, too, in the shape of Mr. E. Blanc's Florimond, Le Melior and Nuageux; Mr. M. Calmann's sealed nomination, Mr. E. Carroll's Jaboteur, Mr. G. D. Cohn's Ambre Antique, Lord Michelham's Mon Petiot, Mr. André Monnier's Le Grande Pressigny and Mr. G. Tissot's Djamy. I may add that His Majesty nominates five two year olds in the Coventry Stakes and has also made entries for the

Windsor Castle Stakes, the Ashley Plate, the Wood Ditton Stakes, the Newmarket Two Year Old Plate and the May Plate.

The foaling season has begun, the first item of news to reach me arriving on Friday, the 8th, when a letter from Mr. J. Ladley of the Stockwell Stud brought the information of the arrival of a good filly foal by Phaleron out of Clifton Lassie, and that three other mares were due to foal immediately, among them Nanita, in foal to Sunstar. Nanita is a very promising young mare out of Volumnia, and so traces to Queen Mary through Blink Bonny of immortal fame, and in theory, at all events, her pedigree should nick well with that of Sunstar. TRENTON.

HUNTING IN KHAKI.

AS the war drags out its length and patience becomes the chief virtue for those at home, the problem of amusing the men becomes an acute one. War, which is at first exciting, becomes a habit like everything else. Then comes the need of amusement and distraction. If we feel this at home—and whatever we may say, our practice shows we do—how much more is it not felt at the front? But there is something more than the desire for recreation. It is necessary at such times to turn the mind resolutely away from the horrors around. In an army on service you will hear very little talk of war and its happenings. It is known that the commanding officers are most anxious to keep the officers and men amused in order to keep up their mental tone. For this reason I am glad to hear of the pack of beagles which Mr. Romer Williams (4th Dragoon Guards) has taken from Leighton Buzzard to the front. I can imagine nothing better than a run with beagles as a recreation for soldiers. It just combines physical exercise and mental occupation in about the right degree. It is most interesting to hear that they have already had some sport.

THE BELVOIR AT EASTON HALL.

One of the most interesting of the "Country Homes" series in COUNTRY LIFE to a Lincolnshire hunting man was the finely illustrated one on Easton Hall, the home of the Cholmeleys. It was a coincidence that on the very day that Sir Montague Cholmeley was killed the Belvoir met at Easton. The tenant of the Hall, Mr. Roberts, has also been to the front and has been wounded. The Hall is now used as a hospital, and many convalescents watched the gathering of the hounds and their followers. The sport that followed was interesting to those who watched, but hounds hung chiefly to the coverts round Easton Hall. Easton figures largely in Lord Forester's diaries during his Belvoir Mastership. He tells how on January 28th, 1843, when hounds were running well over Easton Pasture with a fox from Stoke Park Wood, that as the pack were drawing near Burton Sleigh Wood two foxes were seen at play outside the covert. To the surprise of the whole field these foxes were seen to charge the hounds. One of the foxes turned away when close to the pack. The other, which the hounds followed, went straight through them into Burton Sleigh Wood and eventually beat them. This is an instance of what most people must have noticed—the curious failure of hounds to realise their quarry. I have seen this often in the case of deer and foxes, and have sometimes thought that foxes take advantage of this failure in hounds to perceive them to escape—as, in fact, they often do—right through the middle of the pack. Or is it that the fox does not realise the hounds any more than they realise his presence?

THE COTSWOLD.

To have two runs on the same day, in each of which hounds make a five-mile point, is no small luck; but if one of these chases, in the morning, is fast, and the second, in the afternoon, a good hunt, then it is almost an ideal day with hounds, and certainly one which is none too common. This, however, was the sport which fell to the Cotswold when they met at Rendcombe. Readers of COUNTRY LIFE who recollect the story we told of the Cotswold Hounds will agree that such sport is likely to come to a Master when, like Mr. Lord, he has a beautifully bred pack and a skilful huntsman who knows the country well. Good sport in the hunting field is not luck, but good management. On this occasion there was said to be a fox in a drain. There are three things which make this kind of find exciting. First, is the fox there at all? Foxes so often are not where they are expected to be. Then, if he is there, will he



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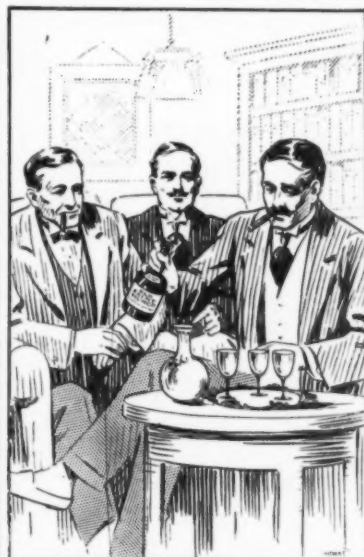
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get on his legs before hounds catch him? Lastly, will he run at all? I have so often spent a weary hour outside a fox refuge to find, after all, that it only slips into another within a few hundred yards. I once saw a fox in Mr. Fernie's country, bolted from one end of a long field drain, pop in at the other end of the same drain. On the occasion with the Cotswold of which I write, all went well; the fox was there; sufficient law was granted him. The pack, on good terms, ran well for Chittlegrove, but this was not the fox's point. He turned sharp to the left, and the pace increased as hounds drove across a bottom, over a road and into Chedworth Wood. Now, these big woods are the place to try the gifts of the huntsman and the steadiness of the pack. I think no one could help admiring the way the fox was driven through these strong coverts, the horn going to keep pack and field together. That there was a division was clear when, as one came out of the wood, the huntsman had but some twelve couple or so, but they were enough over the vale, and these hounds marked the fox to ground near Compton. The second hunt was quite as good, but it would take too long to tell, for it lasted an hour. Hounds found in the laurels at Cerney House and ran into the V.W.H. country, and were stopped at Colne St. Aldwyn in darkness, not very far from the morning's fixture.

THE ALBRIGHTON.

This Hunt has lost an excellent friend in the late Lord Bradford. As Lord Newport he was fond of hunting, and there is in the library at Belvoir a little red book full of notes on hunting, which was, I think, privately printed. Lord Bradford's woods are good fox coverts. It was over the country associated with the late Earl that the Albrighton had one of the best runs of the present season. Hounds have never run better, but as a ride so much cannot be said for the chase. The going was very heavy, especially when the heavy plough just before Cranmoor Wood was reached. What a blessing it is in a wet season to have a horse that can stay through dirt! Much of this country impresses this upon us, for hounds run best when the ground is deep and holding. Personally, I believe first of all in blood, but the best horse I ever rode in stiff clay country was a mare bought in Yorkshire, her sire a useful plater, her dam a Cleveland bay. You could not stop that mare in deep country if reasonably ridden; she would go all day.

THE COTTESMORE.

We are very grateful for the way our Master, Mr. Strawbridge, has kept up the hunting. The pack has been out four days a week since cub-hunting ceased, and, what is most important, the whole of this fine fox-hunting country has been carefully worked; consequently, the result has followed that foxes have run well. Take the case of the southern portion of the Clipsham country, which is chiefly woodland. The fir plantation held a fox. He looked out once, but, turning back, made his real point Clipsham Park Wood. Once hounds were in this covert, other foxes were afoot, but the pace showed how well they had been drilled by the way they worked. It was something of a triumph for the huntsman and the pack when the whole pack, in spite of all temptations, stuck to the hunted fox and drove through Clipsham Park Wood; but Clipsham was his centre, and to that he always returned, the pack hunting beautifully, and each time by drive and steady work forcing their fox to leave. Was he really fairly made to go, or was it a fresh fox which took hounds away from the fir plantation the second time and was finally lost in Pickworth Wood? This is one of those things which are difficult to tell. No one really knows except the huntsman, and he does not always tell.

THE PERCY.

This pack was founded by, and is still the property of, the present Duke of Northumberland, who was for eleven years Master. He is the father of the Lord Percy whose story of the war is so widely read. The Percy is well entitled to be considered a khaki Hunt, since Lord Grey and Mr. Scholefield not only sent cars full of convalescent Belgian and English soldiers to the fixture, but enabled them to see as much as possible of the sport. It was a very moderate day, but not bad for onlookers, as hounds ran a ring. Scent was not serving and foxes were soon lost. The Percy have rather a notable pack of dog hounds. In 1909 they put on a hound by Belvoir Weaver, one of the grandest of the stallion hounds bred at Belvoir. This hound, Wiseman, proved most useful. His sons and daughters (particularly his sons) have done much good in the Percy kennels, and are great and resolute workers.

AGRICULTURAL NOTES

A GREAT deal has been written recently in advocacy of the ploughing up of grass land for the production of more wheat, and at a recent meeting of the Surveyors' Institution the opinion was expressed that if the farmer were guaranteed the difference between the price his grain realised and a certain standard figure, the increase of wheat area and production would fully reach the amount required to give us that feeling of security as to food supplies the lack of which resulted in the temporary panic last August. In considering the question from the point of view of country interests, there are several things which seem to have escaped the attention of the public. For instance, how are the farmers to break up old pasture when it is frequently in defiance of their agreements, and when the permission of the landlord is withheld, as it certainly will be in some cases? Considerable skill is necessary to say just which fields are most suited to the breaking up process, and the poorest grass field is not necessarily the one to go to the plough. It is possible that the latter may be greatly improved by draining and basic slag, and it may yield excellent grazing or big crops of hay, and yet be totally unsuited for wheat. The owner who consents to its being broken up simply because it is poor grass, and he thinks he is helping the farmer and the country by doing so, may really be doing both a poor turn. It very often happens that a really rich piece of land close to the farm buildings is the one which it would pay to turn up. The profits from grass land are far more limited to standards than those from arable land, and the two tons of hay from the good field may give place to six or seven quarters of wheat, which is better than turning the ton of hay from the poorer land into a couple of quarters of third-rate grain. The far-seeing (though patriotic) landlord will not lose sight of the fact that more capital, skill and energy will be required on the part of his tenants if they suddenly decide upon cultivating more land, and that the enthusiasm of a month may easily die down to the slackness of years and end in the loss of good grass without resulting benefits. To the writer the question of draining appears to be of even greater importance than wheat growing, and though he has no desire to belittle the importance of the latter, he thinks that money spent on land drainage would result in the highest possible degree in an increase of home-grown foods. There are thousands of acres of land in this country which are simply crying out for drainage. When their cry is answered they will yield good crops, though only a few half-starved sheep can at present scrape an anemic existence on them. England's acid acres are easy to distinguish. Twitch and fog and bent are the chief grasses, reeds and rushes the outstanding vegetation, poor health for man and beast are characteristic results, and cultivation is rendered impossible. Yet a mere quantitative analysis of the constituents of such a soil would probably reveal the presence of every necessary element in sufficiency for the growth of heavy crops of all kinds, and its infertility is entirely due to the presence of a water table in the higher levels, the consequence being acidity, which inhibits the growth of plants and beneficial micro-organisms. The lowering of the water table results in the introduction of air, the oxygen of which helps organisms, plants and soil particles to work together for the good of man. The roots of plants can spread and develop, and—strange paradox—they no longer suffer to the same extent when droughts come. The fundamental processes dependent upon the activity of oxygen-loving germs are encouraged, and those of the oxygen haters are discouraged. The former, by their action upon the organic bodies in the soil, add immensely to its fertility, while the latter are no longer able to reduce it by their undesirable operations. Manures act where previously they were wasted; the texture of the soil is improved and it becomes suitable for cultivation; flocculating salts, such as bicarbonate of lime, are washed down with good results, and in many other ways the mechanical and chemical attributes are improved. Crops come earlier and more abundantly, the land is warmer and healthier—to continue the narration would be merely to enumerate all the good things one can think of in connection with soils. In short, the infertile soil may be made fertile, and if its infertility is due to dampness, drainage is the only way to transform it. Liming has a good result for a time, but it is an expedient whose benefit is only of short duration. Imagine these thousands of acres of poverty-stricken land being made rich at a cost of from £5 to £10 per acre according to circumstances, and consider what the effect would be upon our production of food in this country. Certainly infinitely more stock could be kept than at present, and with more cattle more arable land would be required and more straw and grain produced. With regard to the cost, it need not fall upon anyone severely. The landlord could do the work and charge the tenant with interest on the expenditure, an excellent investment for the latter and the country at large. Small landlords could transfer their expenditure to the Government, who would receive the interest. It is thought that if large areas of damp land were systematically drained in this way an increased wheat supply would automatically follow, and the ideal of "back to the land" campaigners would be realised. The services of the unemployed should, however, be used with caution, as draining is skilled work, and experiments in afforestation in which these gentlemen have been engaged have proved dismal failures. A. C. P. MEDRINGTON.

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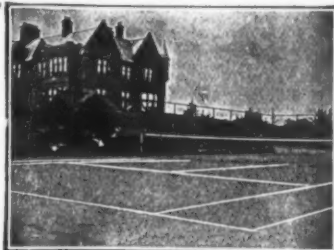
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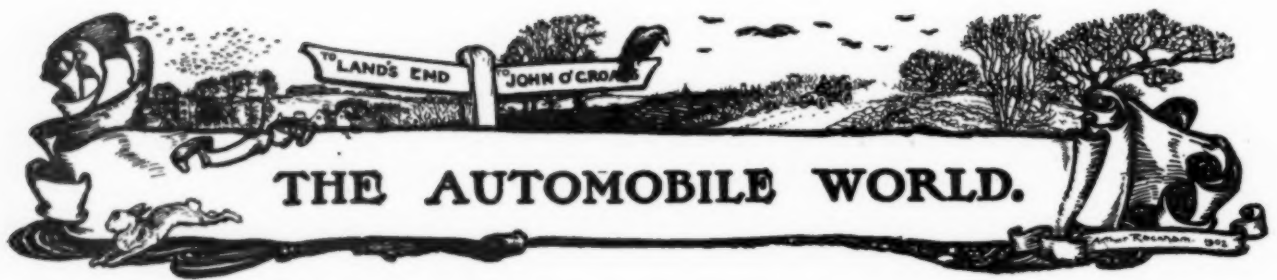
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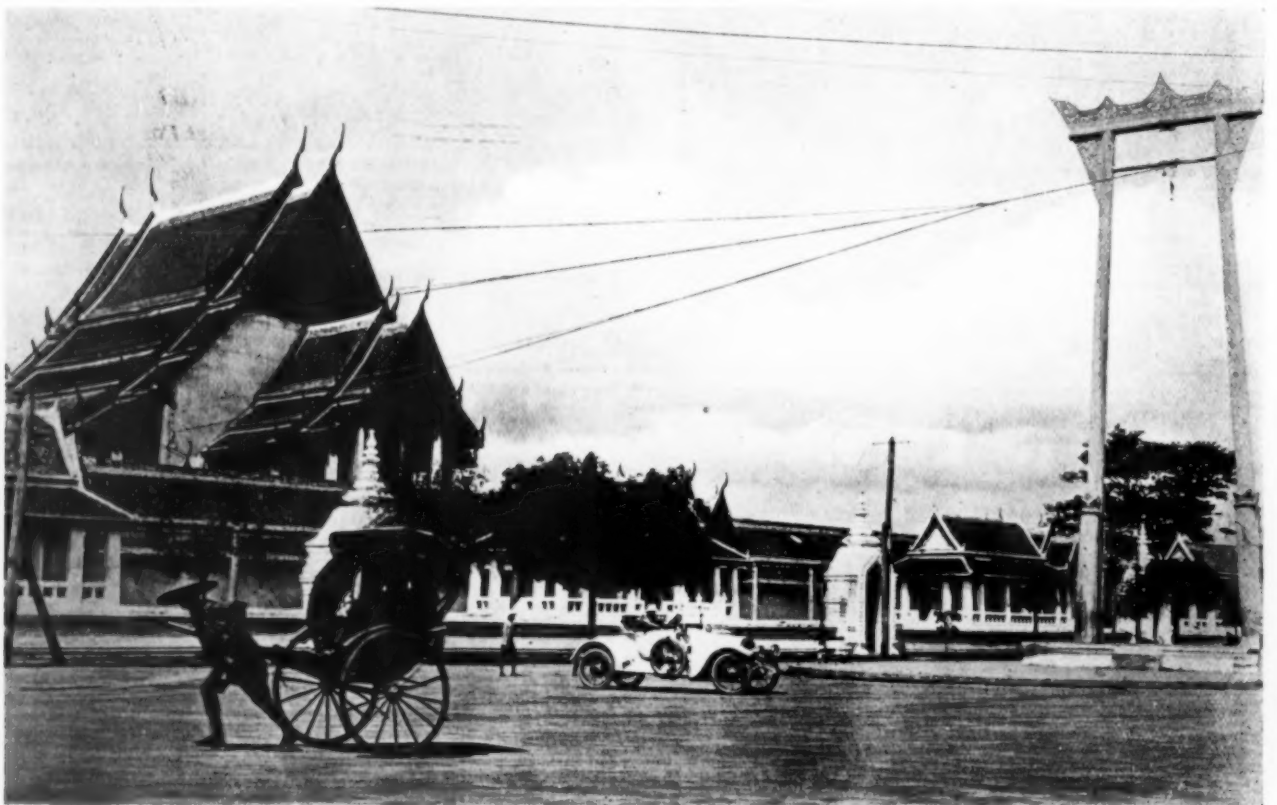
MR. HENRY S. WELLCOME, the founder of the Wellcome Bureau of Scientific Research, has very generously offered prizes, amounting in all to about £2,000, for improved designs of motor ambulance bodies and for detail improvements in connection with them. To administer this fund an Ambulance Construction Commission has been formed, with Sir Frederick Treves as chairman. The attempt that is thus being made with a view to improving the design of the motor ambulance is, we are afraid, rather belated, and more than likely not to justify the expenditure. Perhaps it would be fairer to say that there are other ways in which the money could have been expended with a better chance of really good and prompt results. The designs are to be submitted to the Commission before June 30th. After that they will have to be adjudicated, and in all probability the finally approved design will be a combination of some of the best attempts sent in. This means more delay. Furthermore, a design which is a combination of several others may be, theoretically, next door to perfect, but in practice very often falls short of some, or all, of those from which it was modelled. To get the best out of the competition the members of the Commission must be able to appreciate to the full the causes underlying the introduction of every feature in every design, so that they can assess the extent to which the retention of some features and the removal of others would affect the efficiency of the whole.

With a few exceptions, notably that of Colonel H. C. L. Holden, the members of the Commission appear to be more qualified in medical and surgical science than in engineering or coachbuilding. Some medical and surgical knowledge among the judges of such a competition is, of course, necessary, but it would be unfortunate if those who are capable of appreciating the points of a motor vehicle prove to be much in the minority. It is, of course, important to introduce every detail that can improve the comfort of patients that have to be carried by road. At the same time, the first essential is a really practical vehicle, which will do its work

sufficiently well and keep on doing it for a considerable time. There is at least one regrettable tendency in connection with a competition of this kind. Inventors who have in their heads good ideas but no ready market for them would be best serving the interests of the country were they to make those ideas public immediately, even at the risk of losing profit themselves. In face of the offer of substantial prizes from £1,000 downwards, the temptation is to withhold any such idea from the public service until the competition is concluded, which means an interval of six or eight months at least.

Doubtless many of the designs submitted will be eminently practical. Others will probably be pretty, but better in theory than in practice. The work of adjudication will be difficult, unless practical tests are carried out on bodies constructed in accordance with the designs. In any case, the delay which must occur before the results are available is much to be regretted. We all hope that the most urgent need will by that time be past, but in any case we cannot help feeling that if qualified experts had been retained and sent out to examine all the different types of ambulances on active service, with a view to reporting fully on their qualities and designing a standard type as a result of their experience, better and quicker results would be obtained than are at all likely to eventuate from this competition, useful as it may be in the event of the war lasting a very long time, or of other wars breaking out in the near future.

Prior to the war, some confusion must unfortunately have existed as to what bodies would be responsible for bringing into being our motor ambulance services. Certainly, in the early days of August, the British Red Cross Society were convinced that the most that would be required of them would be a few ambulances for carrying the wounded from stations to hospitals in London and in some of our seaports. Had the society known what would really be expected of it, and so been able to organise a couple of years ago a competition on the lines of that financed by Mr. Wellcome, the consequences would probably have been of incalculable value. As it is, the attempt appears to us to be a worthy one, but we are doubtful as to whether it is well timed or altogether well directed.



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THE FUTURE OF THE AGRICULTURAL MOTOR.

Early in 1914, the Royal Agricultural Society announced its intention of holding, during the early autumn of the present year, some trials of agricultural motor machines. It was intended particularly to encourage the comparatively light type of machine likely to be acceptable to the British farmer, but a moderately heavy type was also to be admitted in another class. Motor machines, embodying ploughs or other agricultural



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implements in such a way that the implement forms practically a part of the machine, were to be in a class to themselves and not directly in competition with the tractors designed merely to haul, or exert their power through belts. The trials were also to include tests of ploughs specially designed to withstand the increased stresses due to the comparatively high speed of a motor tractor as compared with that of horses. Shortly after the beginning of the war, the council of the society met and decided to postpone these trials.

No fault could be found with this decision at the time, since the future was altogether too vague to make it possible to go on as if nothing particular was happening. At the same time, we knew then—and perhaps we know still better now—that the war must inevitably affect our supply of draught horses, and also, unfortunately, to some extent our supply of labour. Consequently, if an organised trial of agricultural motors was desirable six months ago, it is even more desirable now, provided that the manufacturers concerned are not so fully occupied as to make it impossible for them to support any competition of the kind. Generally speaking, these manufacturers do not figure among the list of Government contractors of motor vehicles, but they may be employed in carrying out other Government engineering work.

When the war is over, there will not only be a demand for agricultural motor machinery in this country, where farming conditions are, on the whole, unfavourable to its use, but the foreign and Colonial demand will have increased. Russia should afford a big market. It will be necessary to do everything possible to make up for lost time in France and in Belgium. In the latter country, and in the North-east of France, it is almost inevitable that large tracts of agricultural land will have suffered severely from neglect. Moreover, there will be a great deal of road-making work to be done, and the agricultural tractor is a type of machine which could be very usefully employed in this direction. The United States have specialised in the production of big tractors suited for dealing with huge areas of virgin soil. The need for smaller machines has not been so fully met, but it is for the smaller machine that the greater demand will arise. If, by the valuable experience to be gained during and after trials organised by the Royal Agricultural Society, our home industry could be put into a position to fill at least a fair proportion of the demand, it would be enormously strengthened, and the British agriculturist and landowner would benefit by having behind him a trade working on a sufficiently large scale to make cheap and standardised production possible.

ANTI-FREEZING MIXTURES.

Many motorists may be interested to know what the British War Department is doing to prevent trouble through the freezing

of water in the circulating systems of the cars and lorries employed on the Continent. When the cold weather came on, the military authorities, often obliged by circumstances to park quantities of vehicles in the open every night, had before them two immediate alternatives. One was to drain out all the water from the circulating system of every car; the other to keep the engines and the circulating water warmed to a sufficient degree. It ought, of course, to be possible to remove the water

from a circulating system so completely as to eliminate all possibilities of accident, but in practice it was found that a certain amount of water and sediment was sometimes left behind, and that trouble not infrequently resulted. Consequently the plan very often adopted was to tell off some members of the night guard to start up all the engines periodically through the night and to run them sufficiently long to warm the water up and prevent freezing. When winter really set in, a less troublesome policy was adopted. Every car sent over from this country had its radiator filled with an anti-freezing mixture, consisting of sixty-seven parts water, ten parts glycerine and twenty-three parts commercial alcohol or methylated spirit. This is a prescription which can be fairly confidently recommended to any motorist. Some people have advocated in preference the use of a mixture of salt and water. This, however, sometimes leads to a sediment collecting.

Moreover, if the salt is not very pure, there is a trace of acid about it, which sets up electro-chemical action wherever two dissimilar metals are in contact with one another. Furthermore, it is said to have a bad effect on rubber connections. A mixture of water and methylated spirit makes a good anti-freezing mixture. Methylated spirit is better than glycerine, taken singly, because the latter contains some acid and is very destructive to rubber hose. Moreover, it is expensive. Alcohol, on the other hand, does not act either upon metals or upon rubber, and has no electro-chemical effect. Its disadvantage is its tendency to evaporate rather rapidly. By adopting a mixture containing both alcohol and glycerine, the motorist is safeguarding to some extent against loss of efficiency of the compound by evaporation of the alcohol, since the glycerine does not evaporate.

ITEMS.

THE committee of the Royal Automobile Club, realising the great potential value of the exceptional facilities which the club can offer for physical exercise, gymnastics, fencing, shooting and the like, and also for convalescents, has resolved to offer limited membership to all officers holding temporary commissions for the duration of the war. Full particulars can be



A RED CROSS WAGON

Built by the Willys Overland Company and having a carrying capacity of 25 cwt.

obtained from the secretary. The club has just issued a new edition of its table of motor-cars manufactured during the years 1911—1915 inclusive. The tables have been compiled by the technical department, and the bore and stroke of cylinders and the R.A.C. rating of each car are given. The book also includes a number of useful tables, comprising the R.A.C. rating of any engine, the scale of taxation of motor-cars, and conversion tables from Continental into British measures and vice versa.

The DECIDING FACTORS

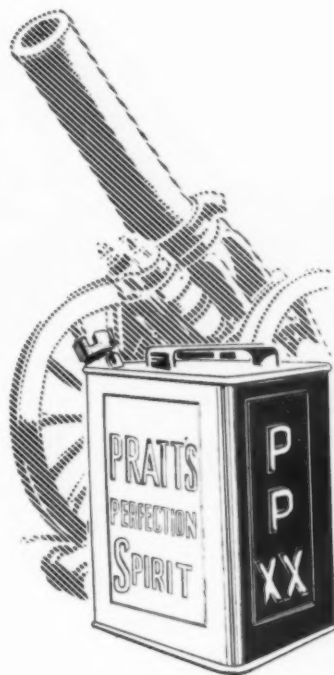
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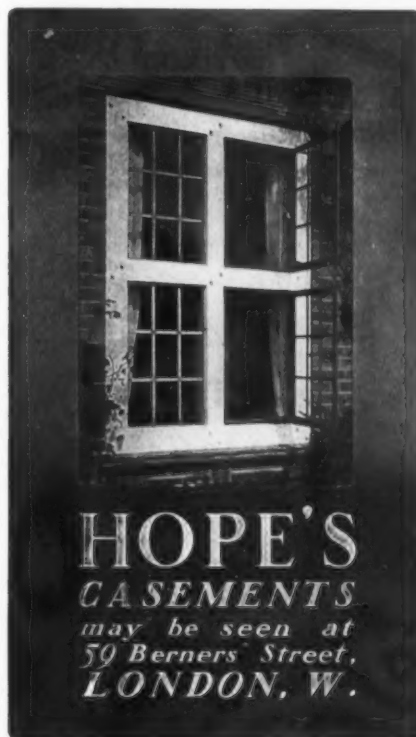
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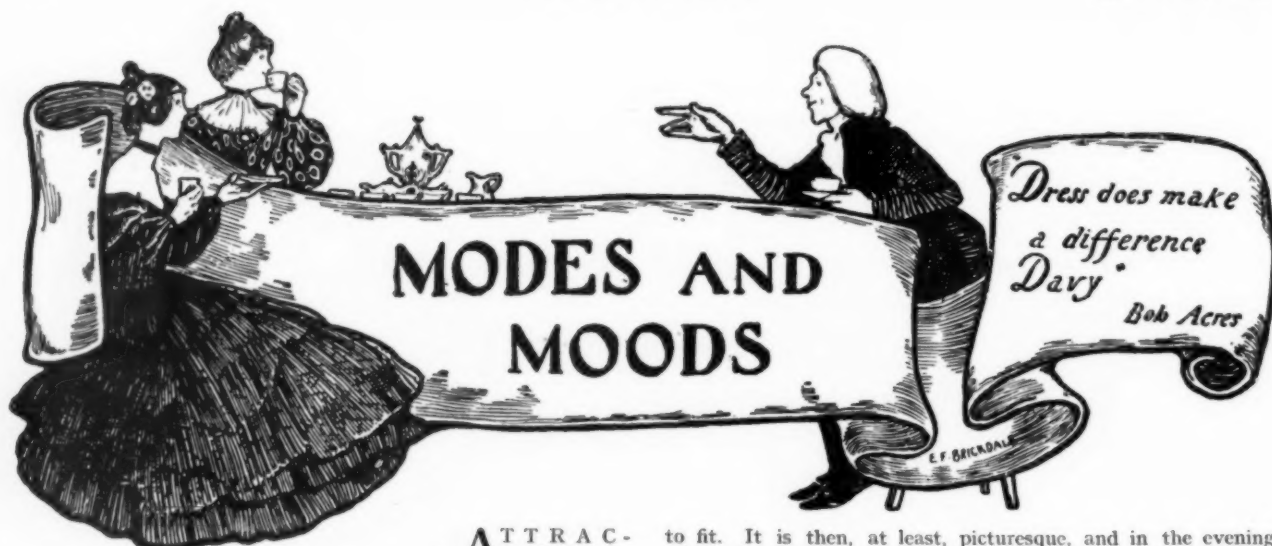
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are in one way, they have, on the other hand, a dangerous tendency to take the venter off hitherto covetable possessions. And this is often very regrettable, as, for example, with the useful banded coats of pony and plush cloth. These useful stand-bys have done and are still doing yeoman service. But the ultra-fastidious are inclined to fight shy of them, and in proportion as the prices drop, so will this attitude grow. Attention, however, is being carefully directed towards some newer coat models, cut very straight and slim to midway between waist and knees, where a shaped volant or flounce is attached. These are an assured vogue of the early spring, when, if my instinct serves me in the least true, the banded coat will retire to enjoy a well deserved rest.

There are unmistakable signs and portents, too, that there will be shorter coats even than the above described. I saw the quaintest thing the other day that was at the same time absolutely reasonable. This comprised a coat arranged with a sort of bolero effect, to which were added close fitting fronts, cut in one with a flaring basque and just a suspicion of fulness introduced either side just about the waist. The skirt flared in harmony and, together with the coat, was hemmed with fur. The suspicion of fulness alluded to may be looked for on all hands; it is already conspicuous in blouses, the saving grace of an otherwise uncompromisingly plain model, and is absolutely essential in the long cuirass, carried an equal distance above and below the waist—a vogue I cannot find it in me to admire, its similitude to a pair of fashionable corsets being always uppermost, and altogether detracting from its value as an elegant possession. This *moyen-age* mode, however, has its votaries, and is decidedly at its best and most attractive arranged perfectly straight and without any pretensions

ATTRACTIVE as the sales

to fit. It is then, at least, picturesque, and in the evening fabrics has claims to consideration. Only the wearer must be corsetless—or apparently so—else there is lost the lissom look on which rests the whole essence of the charm and success.

Although the circular or military cape, as it was called, died the early death inevitable from a too easy plagiarism and resultant ubiquity, there has arisen on its ashes many infinitely clever fancies. Apart from the loose cape-back coat, there are many delightful cloaks proper, both for day and evening

wear, and one of these has been selected as the subject of this week's original illustration. My main object in offering it is to supply an alternative to the too familiar banded coat. So many of us are this year possessed of both summer and autumn gowns of taffetas, charmeuse and the like that have by no means served their allotted end, owing to the lack of social festivities, and which are quite admissible wear if one is possessed of a smart adaptable wrap, something that is at once distinctive and out of the common. As may be seen, the cloak is no ordinary model, having the shoulder fulness set into a shaped piece modelled in one with fronts, planned to fall in slight cascades, which, together with the greater length at the back, permits an effective display of a striped silk or ninon lining.

Provided it would not quarrel desperately with any of the gowns it is destined to accompany, I should like this cloak carried out in taupe velvet trimmed sable or skunk. Black chiffon velvet could, of course, do no wrong; in which case a flamboyant lining might be used. There are many such about, lovely Eastern effects, together with delicate Louis Seize designs and mediæval brocades. It is one of the idiosyncrasies of the day to invest the interior of our coats and cloaks with a gorgeousness that far surpasses the exterior, as if to say, "You see how simple in taste and inclination we really are, despite the money we can spend." L. M. M.



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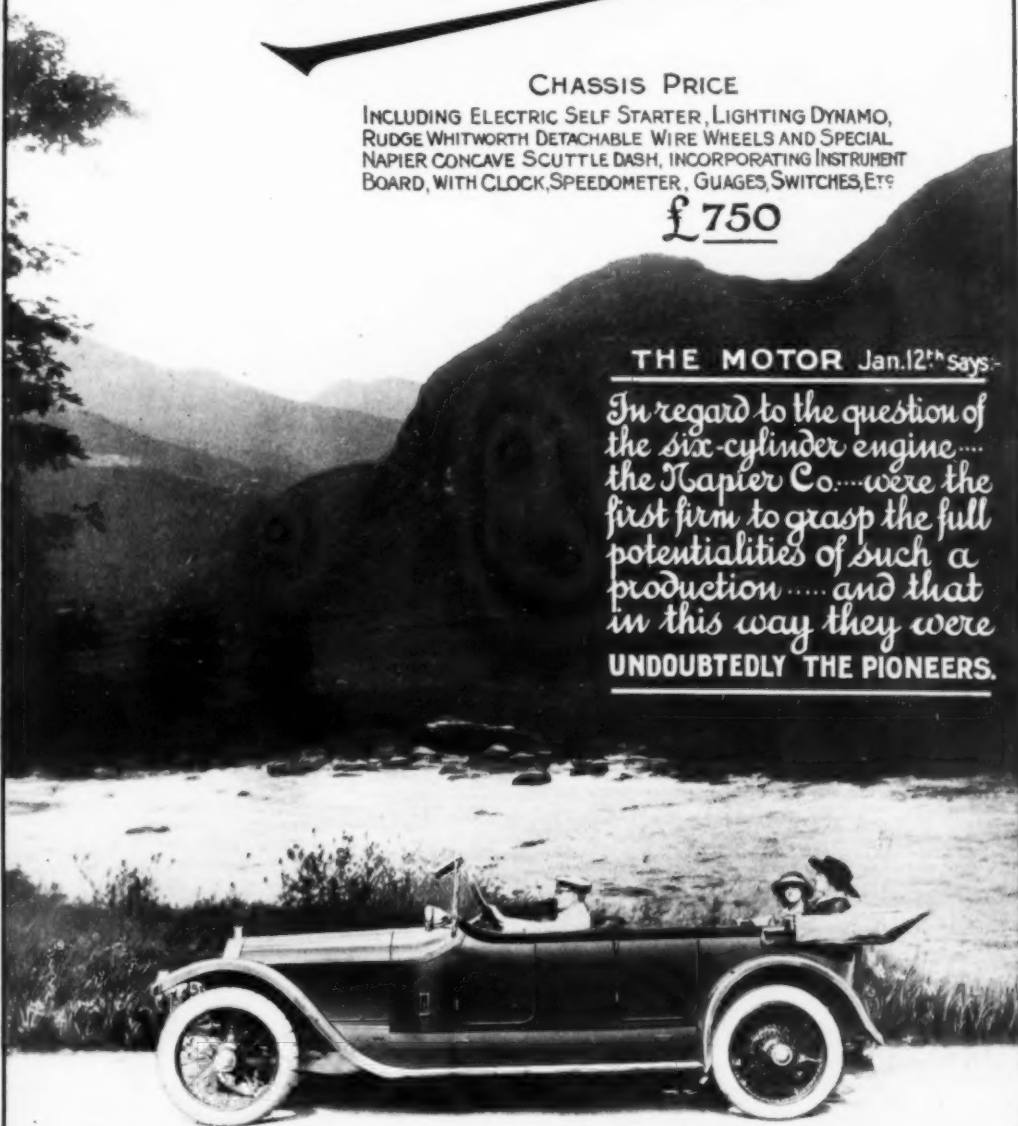
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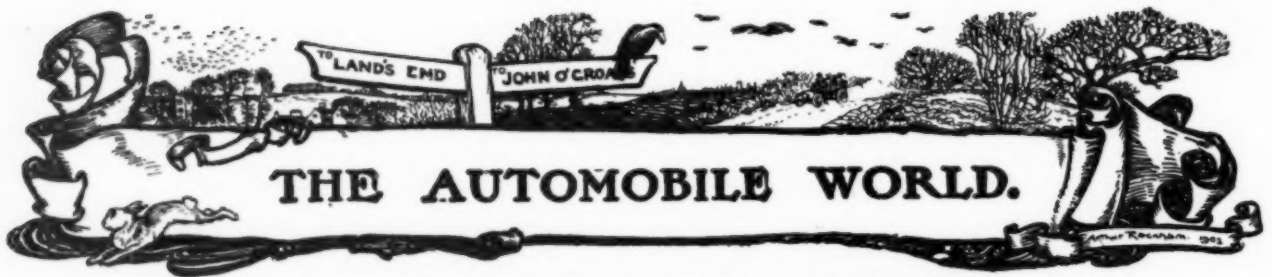
THE MOTOR Jan. 12th says:-

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the Napier Co....were the
first firm to grasp the full
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IMPROVEMENTS IN CAR SPRINGING.

THE British motor manufacturer must, by this time, have become fairly impervious to any ordinary type of abuse. Foreigners are in the habit of depreciating his efforts because it is good business for them to do so; the Dominions and Colonies heap reproaches upon his head out of sheer cousinly love; and his own countrymen impute to him a lack of enterprise and "go," because an Englishman nearly always likes to believe that his country and all that dwell therein—with the trifling exception of himself—are about half a century behind the times in all business methods and signs of modern progress. Speaking generally, the manufacturer is not much disturbed, since he realises the motives underlying the utterances of his critics; but there are, nevertheless, a few spots which must be a trifle sensitive. Probably one of these is touched when one gets on to the subject of springs. It must be admitted that, until quite recently, many car designers gave very little real attention to such matters. Smooth roads and fairly adequate tires encouraged them in their evil ways, and there was some truth in the Colonial point of view, that British cars were built to run on billiard tables, and even so would give the occupants cause to complain of the roughness of the slates. Lanchester in this, as in other of his contentions, was a voice crying in the wilderness, but the effectiveness of his sermons on the mere man has always been lessened by his inability to express himself in anything but the higher mathematical symbols in which he thinks habitually and with consummate ease. It is doubtful whether the Lanchester springing system would yet have brought about the developments due to it had it not been that the possibilities of going further towards silence, smooth running and comfort by other means were almost exhausted. Something new in the way of springs thus became a "selling point," and something

The strongest argument against the cantilever spring is that, for a given load, it weighs twice as much as the old type. Let us consider, first, whether this accusation is substantiated by facts. Take a simple case of a spring employed alternatively in each of the two ways. As a semi-elliptic its load is at the centre, and each half of the spring takes half of the load. A force of, say, 400lb. applied vertically upwards at the centre brings into being balancing forces of 200lb. each, acting vertically downwards at the two ends, the spring meanwhile flattening so that the axle rises, say, 1in. Now fit up the same spring as a cantilever; that is to say, turn it upside down, shackle its forward end, grip it at the centre in such a way as to allow it to turn about its central pivot, and place its rear end over the axle. If the axle exerts an upward force of 200lb., an equal pressure is brought into being at the shackled end, since the two ends are equally distant from the central pivot. The downward force at the pivot is enough to balance the other two, namely, 400lb. The condition of the spring is the same as in the first case, but as the end is pushed up instead of the middle the upward movement is 2in. instead of 1in. Thus, in the case of the cantilever, a load of 200lb. produces an axle movement of 2in.; and in the case of the semi-elliptic a load of 400lb. only produces a movement of 1in. Consequently, if the spring is to be used as a cantilever, it will only stand one-quarter the load with the same axle movement. As a result we should conclude that, to carry the same load as the semi-elliptic with the same axle movement, the cantilever would need to be four times as heavy. This would actually be the case if we got the necessary strength by widening the leaves or increasing their number. We know, however, that if we were to set the spring up edgewise instead of laying it flat, it would be much more difficult to bend it by applying a vertical force. In other words, we can get extra rigidity without extra weight by increasing thickness or depth



THE 16TH CENTURY AND THE 20TH.

A 20 h.p. Colonial Napier alongside the world's largest cannon, a 36-tonner, cast in the year 1586, and now in the Kremlin, Moscow.

new was therefore produced in plenty. Just as the competition of worm gear taught the adherents of the bevel drive how to make a quiet transmission without departing from the system to which they were wedded, so the arrival of the cantilever spring in several types and varieties made people turn their attention to the true possibilities of the semi-elliptic. We do not know yet what the ultimate type will be, but we do know that the springing of many cars to-day is a very different thing from what it was three years ago, and that this is as much due to intelligent study of an old method as to the adoption of a new one.

The Wolseley Company have, after elaborate experimental work in the laboratory and on the road, recently brought out a new system of "compensated" cantilever springing, and American automobile engineers have just been discussing the *pros* and *cons* of the ordinary cantilever as opposed to the semi-elliptic. Between the two we have fresh material for thought, and, it is to be hoped, for progress.

and reducing width. If we merely increase the thickness of the leaves without altering their width or number we should want a cantilever spring to be about 60 per cent. heavier than a semi-elliptic to carry the same load with an equal extent of movement. If we also increase width to some slight extent the cantilever would have to be about twice as heavy. On this point, therefore, the case for the semi-elliptic is fairly well proved.

On the other side of the argument, the cantilever practically bends round one end, and may roughly be regarded as a long pendulum. The semi-elliptic bends round its centre, and is a comparatively short pendulum. As a result, other things being equal, the cantilever oscillates comparatively slowly. In other words, when it begins to move, it does so in a leisurely manner, and has not the same tendency to shoot the passengers off their seats with sudden violence. Moreover, it seems to have a superior capacity for absorbing shocks, so that the bumping resulting

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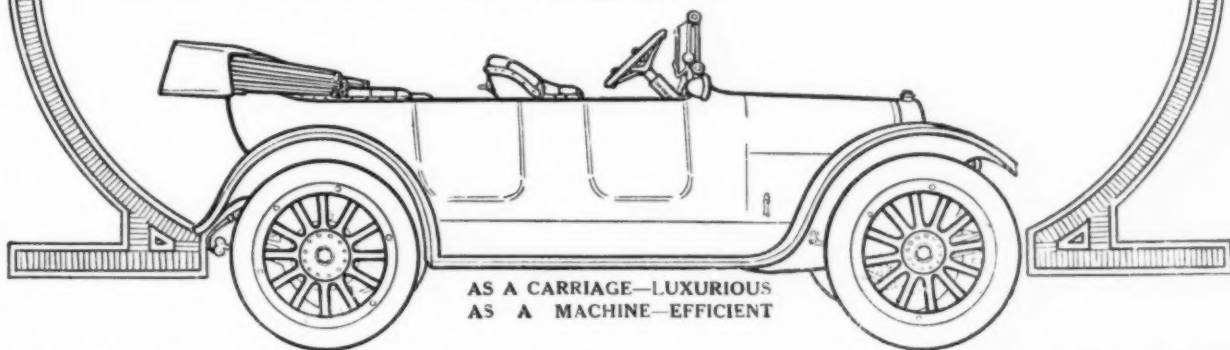


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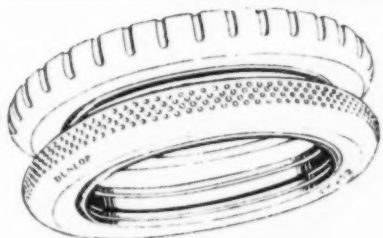
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from, say, passing over a hole in the road is more promptly neutralised. Again, it is deflected through a smaller angle—the free end moves, say, in. instead of the middle doing so—and so the internal stresses in the metal are smaller and the life of the spring should be longer.

The cantilever has, then, many advantages, though it does not follow that they are all always applicable. For example, a slow moving spring is not well suited to take up the rapid series of small shocks met in travelling fast over *pavé*. Moreover, it tends to accentuate rolling after only one wheel has passed over a hole or obstruction. What is wanted in this case is a short spring, but the difficulty is to get it without sacrificing the advantages of the long spring under other conditions. This is where the Wolsley compensated method comes in. The system consists of cantilever springs pivoted, as usual, at their centres, but the peculiarity lies in the fact that the centres of the two springs are connected together by means of a rod capable of rotary movement.

So long as the two springs are acting together the presence of this connection has no effect, and the advantages of the long springs are retained. But when only one wheel travels over an obstacle and the rear end of its spring is suddenly forced up, this spring attempts to turn its pivot. However, the rolling motion that has started has caused the spring on the other side of the car to begin to oscillate, its movement being in the opposite direction. Consequently, the far spring also tries to turn its pivot, and the pivots being connected, the two attempts balance and no turning about the centre is permitted. This means that the forward half of each spring is temporarily prevented from operating. Only the back halves work, and the tendency of the car to roll is thus well dealt with by two springs of half length, though the whole length is available under other conditions when long springs would be preferable. The idea is simple and ingenious, but somewhat severe stresses must at times be set up near the central pivots, and no compromise is quite capable of combining two sets of functions to perfection.

THE PROGRESS OF ELECTRICAL TRANSMISSION.

IT is curious that, with all its theoretical beauty, electric transmission as applied to good class touring car chassis has never been really successful from all points of view. The device has unexpectedly justified itself, not to the motorist of extravagant tastes, but rather to the motor omnibus operating company working on purely commercial lines. The petrol-electric system has not by any means ousted the purely petrol omnibus from the streets, but it has at least held its own against very severe competition, and given admirable results. Probably, so far as petrol consumption is concerned, the purely petrol vehicle still gives better results over an average route. This being so, and assuming fairly safely that the omnibus proprietor does not consider primarily the business of providing an excessively comfortable vehicle regardless of cost, we are forced to the conclusion that the use of electric transmission results in certain very definite economies. These may be affected partly in reduced maintenance costs of the transmission itself, making up—or more than making up—for increased first costs. They may be evidenced also in increased life of tires, though most omnibus companies obtain their tires under a mileage contract, and consequently do not mind much whether their lives are short or long. In general, it seems that the use of electric transmission, and the consequent absence of shock and steady acceleration and retardation, lead to prolonged life of frame, springs and chassis generally, or, alternatively, to a lower average maintenance cost, which amounts to much the same thing.

The impression that electric transmission means great weight is at least to some extent falsified by the fact that the weight limit, which was at first regarded as impossibly low for a petrol omnibus, has proved quite within the sphere of practical design for the petrol-electric type. A little extra petrol consumption does not matter much to the owner of an expensive car if it is accompanied by increased comfort. Probably the real difficulties that have stood in the way of electric transmission have been a tendency to slowness while hill climbing, and the fact that if anything

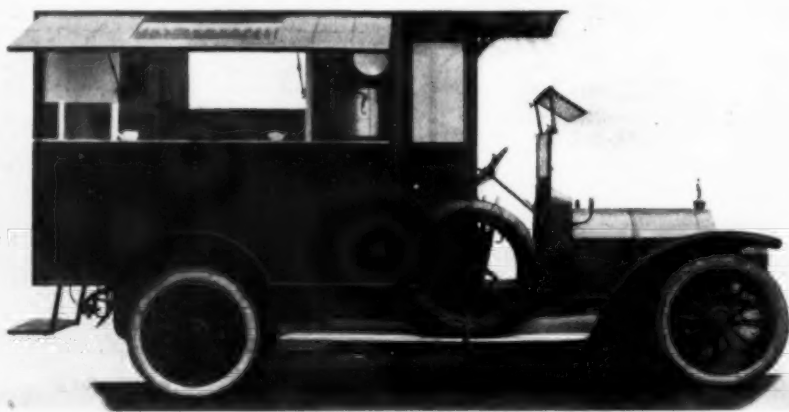
does go wrong the trouble is completely beyond the healing powers of the ordinary motorist or his chauffeur. It is one thing to run a lot of omnibuses with a sufficiency of experts in the shops to deal with the special troubles of electrical machinery and another to drive a single car without any such safeguard. As a matter of fact, the electrical machinery, if properly designed and built, is not in the least likely to go wrong on the road.

These remarks have been prompted by the announcement of a new type of what is described as a "magnetic" car, which is due to appear in this month's exhibition at New York. The car, of course, is really a petrol-electric, but its mechanism is evidently a praiseworthy attempt to get over one of the drawbacks of its type, namely, the absence of a direct speed and the consequent presence of transmission losses while running light and fast. A system known as the Thomas transmission, manufactured in this country, and successfully applied to rail motor-cars and various heavy vehicles, gets over the trouble by adopting a sort of combination of electrical and mechanical drive, so balanced that the drive is purely mechanical and direct at top speed.

In the new example of the Owen magnetic car there is no positive connection between the engine shaft and the transmission shaft at any time, but when the car is running, so to speak, on top gear the electric dynamo does not supply current to the electric motor, the armature of which is mounted on the same shaft, but transforms itself into a sort of magnetic clutch. Its revolving field magnets carry with them by magnetic influence the armature mounted on the transmission shaft, which is consequently rotated almost exactly at engine speed. The difference between this and an ordinary direct drive is simply that, in this example, a clutch is interposed which is continually allowing a little slip, and presumably a little loss of power, but endeavours to make up for this fact by being perfectly soft and flexible in its action. Experience leads one to the conclusion that there is not much use in attempting to forecast the future of any car with an exceptional transmission of this type.

ITEMS.

We reproduce herewith a photograph of a motor field kitchen, the body of which was specially designed and built for the Queen of the Belgians by Messrs. Barker and Co., the coachbuilders of



A MOTOR FIELD KITCHEN.

Built by Barker and Co. for the Queen of the Belgians.

South Audley Street. It will be noticed that it is built somewhat after the style of the London coffee stall. The top of each side of the body is made to open out, and the lower part to form a shelf, the interior being fitted up with two complete sets of stoves, boilers, sinks, etc. There are numerous cupboards and lockers to the interior for provisions, cooking utensils, etc., and both the exterior and interior are fitted

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There is a certain appropriateness just now in spite of the apparent incongruity in the photograph we publish on the preceding page of a 20 h.p. Colonial Napier taken alongside the largest cannon in the world—the "Tsar Pushka," or Czar of Cannons. This mammoth gun, whose ponderous size can be more or less estimated by comparison with the car, was cast in 1586 A.D. and, apart from its carriage, weighs thirty-six tons, so that even to place it in its present site in the Kremlin at Moscow must have been no light matter in an age when mechanical traction was undreamt of. It has never been fired so far, but it is just possible that its huge bulk inspired the genius of Krupp's with the idea which lead to the building of the great German siege guns which have worked such havoc at Antwerp and elsewhere. The 20 h.p. extra strong Colonial Napier depicted in the picture is a special favourite in Russia, where it has acquitted itself excellently under all conditions of road and climate, so that it is no surprising matter that the Imperial Russian Government have favoured its makers with very large orders for all classes of cars and business vehicles.

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THE CHASE OF THE BEAR IN SCANDINAVIA.

ALTHOUGH by far the most formidable wild animal in Scandinavia, and although it takes tribute occasionally of the peasants' flocks and herds, as also of the Lapps' reindeer, the bear is looked upon by the people generally in an almost friendly light, and not as in the same category with the wolf, the glutton and the lynx. As in other countries where it exists, it has its pet names—Nalle, Bamsen and so forth. In Sweden there are very few bears left, and in order to save it from extermination it has been found necessary not only to exclude it from the list of beasts of prey, for the destruction of which Government rewards are payable, but to give it sanctuary all the year round in the national parks, and practically so also in those belonging to the Crown. In Norway there is a larger stock, estimated at about two hundred, left, but it is rapidly diminishing. Ringed bears command high prices even when asleep in their winter quarters in the wilds of the forest, and there is a ready market for them at £40 or £50 apiece, depending on the situation. The actual process of ringing a bear, that is to say, localising its "ide" (Swedish) or "hi" (Norsk), requires, as a rule, the exercise of a considerable amount of skill, woodcraft and patience; moreover, a good many miles of ground have generally to be covered by the hunters before the space within which the animal has taken up its abode has been reduced to manageable dimensions.

In the more northern parts of the Scandinavian peninsula bears not infrequently retire to their lairs in November, and even at the end of October. The temporary increase in their numbers which used to be observed as taking place in certain districts was ascribed to this, for until some snow has fallen it is almost impossible to track an animal with any degree of certainty on hard ground. Whether the term "sport" can be said to apply to the killing of a ringed bear by a party composed of several persons, all armed with modern rifles, seems extremely doubtful. The animal has hardly a chance. It is awakened suddenly out of a deep slumber by the barking of dogs and by the shouts of men, by being thrust at with sharp stakes or fired at with shot guns. When at length it can stand the disturbance no longer and rushes forth from the darkness into bright daylight, it is, of course, dazed and stupefied, and before it has time to realise the position or to see in which direction there is a possibility of escape, it probably receives half a dozen bullets in its body and its career is over.

In the old days of muzzle-loaders it was a very different matter, and there was always a decided element of danger when a full grown bear in an extremely bad temper dashed out. This applied, of course, in a still greater degree when the spear and the axe were the only weapons employed; nevertheless, there were cases in which, armed only with these, single men attacked and overcame the monarch of the forests. A curious plan was occasionally adopted by the Swedish Lapps. They dug a trench just outside the entrance to the "ide," and filled it with water; when the bear fell into this it gave them a considerable advantage in the attack, which they promptly carried out. In the same part of the country a great fire was sometimes made close by the point of exit so as to distract the bear's attention from its assailants. Great difficulty used often to be experienced in getting the inhabitant of the lair to come forth, the effect of the disturbance outside being, in the first instance apparently, to scare it, and not infrequently one of the party had at last to crawl inside and shoot at close quarters. This was, of course, always attended with a good deal of risk, but most of the accidents that happened occurred when, after having left its abode and been hit, the bear got away. Although generally emaciated from long fasting, it then travelled at a great pace over the most difficult line of country it could find—indeed, for speed and endurance the old Northern hunters considered the bear superior to the wolf and the glutton—and only the very best ski-runners had a chance of overtaking it. But when too severely wounded for rapid flight it took refuge after a time in dense cover, where it was very dangerous to come at, or it turned upon and attacked

its persecutors. With fatal results to the hunter, old bears have been known to retrace their own spoor, lie in wait alongside it and then attack the pursuer from behind. In everything to do with ringed bears, dogs were invariably employed, and often proved of great service in attracting the animal's attention and in tracking it. In the old days the ultimate pursuit used often to be a very long business, one set of ski-runners having to replace the other. Two days was a common length of time, and it not infrequently lasted for as many weeks. Most of the Englishmen who, as in the writer's case, shot and fished in Norway throughout the last thirty years of the nineteenth century must recollect how frequently they were informed by the farmers of the presence in the neighbourhood of a bear, which either had been, or threatened to be, guilty of appropriating to its own use some of their domestic animals, and how such information merely led to a somewhat harder tramp than usual without any success whatever. (I remember on one occasion, immediately after a long day's salmon fishing, walking with a Lapp for twelve hours across the wastes of Inner Finmarken after a bear.) Those who acquired really well trained dogs were enabled at times to enjoy a good deal of legitimate sport, and a number of bears fell to their rifles—generally in autumn when these animals were engaged in feeding on the wild berries.

In former days, when wild animals of different kinds were much more numerous in Sweden than they have been of late, drives or "skalls," which covered vast tracks of country and in which thousands of men took part, were frequently arranged. At some of these a number of bears were killed. Thus at a skall in the parish of Zuna, Dalecarlia, on January 13th, 1722, four male bears and one female were shot, and two days later in the same district four more were secured. On one occasion during the progress of a drive a large male bear attacked the people and severely wounded several of them, whereupon all the dogs—some sixty in number—were ordered to be let loose. After six or seven had been killed, Bruin was overpowered and given the *coup de grace* with the hanger.

To judge from the hunting pictures, the dogs used at that time were large and powerful creatures, and they are represented as wearing spiked collars round their necks when in actual conflict with a bear. A skall which took place at the beginning of September, 1737, in the parish of Wähla, Westmanland, lasted for three days, and besides large numbers of game birds and hares, six large bears, three wolves, three lynxes and twelve elk were shot.

The killing of a bear anywhere in Scandinavia, and in whatever way, has always been looked upon as an event deserving of celebration. When the ancient Laplanders had had a successful hunt, the animal's body was placed on a sleigh drawn by reindeer and driven home, "The Bear's Song" being chanted on the way. In this they gave thanks to God, the Creator of wild beasts, for their use, and for endowing them with sufficient strength and courage to overcome so formidable a creature. The reindeer employed on such occasions were not used again the same year, being looked upon as exempt from all labour. The bear, deprived of his skin, was then cut up and divided among those present, the three days' feasting which ensued being terminated by the burial of the bones.

G. L.

BIG-GAME OF RHODESIA.

THE "Guide to Rhodesia," which has just been issued by the British South Africa Company, is a compact and comprehensive volume of some 400 pages, admirably arranged throughout, and containing maps and other illustrations useful to the would-be traveller. The chapter dealing with big-game is contributed by the ex-Native Commissioner, Bulawayo, and contains much information from first-hand knowledge. The statement that buffalo are increasing is a reassuring one, and this in spite of the fact that they are not protected by law. The Game Laws, Licences, etc., are clearly set out, and sound advice is given to sportsmen to equip themselves with "high class, double-barrel nitro-powder rifles, made to order in England, and then only by a gunmaker of high reputation."



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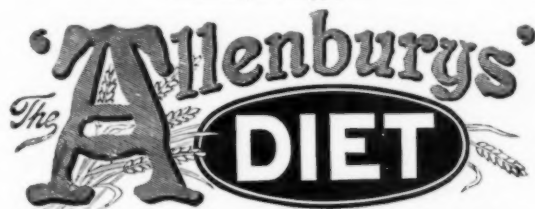
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RACING NOTES.

LOOKING up from the *Calendar*, in which I am studying the entries for the Grand National, my eyes rest upon a racing "plate" now doing duty as a letter clip. On that "plate" is the inscription "Drogheda, 1898," and memory takes me back to recollections of a cheery party, an awful day—what a day it was!—and the sight of a good 'chaser winning the big steeplechase when the snow flakes were falling so fast and thick that we were none too sure that he really was Drogheda. Drogheda it was though, and, as far as our little party was concerned, it mattered little what the weather might be for the rest of the day. Mr. G. F. Gradwell bred Drogheda, got by Cherry Ripe (own brother to Energy and Enthusiast) out of Eglantine, but he belonged to Mr. C. G. Adams, and was ridden by Gourley when he won the "National." Cherry Ripe, too, I remember, a big, upstanding chestnut horse, with great bone and power; and I must have seen Eglantine at some stage of her existence, for she was bred by my old friend the late Mr. G. C. Murphy, and was by Hollywood out of Sweetbriar, by Strathconan out of Verbena, by Sir Tatton Sykes. The details of the race I forget, but perhaps on account of the blinding snowstorm a lot of the runners came to grief, among them Barcalwhey, who came a real "purler" at one of the fences going out into the country, giving his rider, R. Chalmer, what looked like being a very bad fall. It was, indeed, no light one, for it was some time before he recovered consciousness, and when he did recover, on being asked how it had happened, all he had to say was "I don't know. All I do know is that I've earned a fiver for the ride and it will cost me twenty sovs. to get a new set of teeth." Drogheda was not a taking horse to a casual critic, but he had remarkably well placed shoulders, good thighs and quarters, and seemed, so Gourley said, to really enjoy galloping and jumping in a snowstorm. Then there was the next year, when gallant old Mansfield, one of the most blood-like 'chasers ever seen, fairly "brought down the house"—how the people did cheer!—by winning the big steeplechase for the second time. The old horse tried again the year after that, and a splendid bid for victory he made with 12st. 13lb.—just 1lb. short of 13st.—in the saddle. He would, indeed, have been placed second had he not been eased in the last few strides and passed by Barsac. None of us bothered much, however, about what was second, for was not the winner, Ambush II, owned by our late King (then Prince of Wales), and were we not all—winners and losers alike—intent on cheering the Royal colours? A rousing reception both horse and rider (Anthony) got when they returned to scale. What a scene it was, hats in the air and everyone cheering like mad! Ambush II was a big-boned, old-fashioned cut of a horse, got by Ben Battle out of Miss Plant, by Umpire out of Cecropia, by Cecrops out of Bounce, by Flatterer. Mr. W. Ashe bred him, and he could not have looked very promising in his early days, for he did not make the reserve (50 sovs.) put on him when he was sent up for sale. Later on he was offered for 40 sovs., but no business was done. Eventually, however, his "jumping" and style of going attracted Mr. "Tommy" Lushington's notice, and by him he was bought and trained for his Royal owner. No Royal entry has been made this year, for Twelfth Lancer, who might have done duty for His Majesty, is entered only for the Champion Steeplechase (two miles seven furlongs and a half instead of four miles and a half). Few five year olds (five in all) have ever won the Grand National; curiously enough, the first of these (Alcibiades) and the last (Lutteur III) were both French-bred 'chasers. This year the only five year old nominated is also a "Frenchman," Clitias by name, now owned by Mr. Sydney Platt. It may be that this is a dangerous candidate, for last year—as a four year old—he did run into second place in the Grand Steeplechase de Paris (four miles and a hundred yards or thereabouts).

The next thing to note is the nomination of three ex-winners of the big steeplechase—Lutteur III, Covertcoat and Sunloch. When Sunloch won last year he had only 9st. 7lb. in the saddle; he will now go up, I suppose, at least the traditional 14lb. Lutteur III, placed third last year with 12st. 6lb., cannot be given any more weight, and will, indeed, very likely be "eased" a little, and may, with a little luck, make a very bold attempt to break all existing records in connection with the race, though it is impossible to forget the marvellous ease and flippancy with which Sunloch, now owned by Mr. W. W. Vivian, did negotiate the formidable Aintree fences. Six year olds have in the past done well in the "National." Seaman (1882), Zoedone (1883), Ilex (1890), Drogheda (1898), Ambush II (1900) were all six year olds; horses of that age now entered are: The French-bred Marteau II, Ally Sloper, Postboy, Grive, Father Confessor

and Noah. Among the "aged" there are Mr. C. Bower Ismay's three—Bloodstone, Jacobus and Balcadden, the last a host in himself "if" he has improved in his style of jumping; Ilston (he ought to win a "National" before his racing career is over), Distaff, Denis Auburn, Sweet Tipperary and Ally Sloper, of whom two—Distaff and Ally Sloper—have already proved their ability to negotiate the big fences, are all trained by Mr. A. Hastings, whose satisfaction it was to be both trainer and rider of Ascetic's Silver, the "National" winner in 1906. Another strong hand is that held by Mr. Whitaker, responsible for Rory O'Moore, Axle Pin, Noah, Lord Marcus, Alfred Noble and Queen Ismael. In fact, practically speaking, all the best 'chasers in training have been entered, and although the actual number of the entries shows a falling off of sixteen by comparison with those of last year, it may well be that the race itself will be of greater interest, from an onlooker's point of view, for with fewer runners competing the number of falls and refusals will in all probability be less.

With a few additions—one of them Mr. E. Platt's promising young 'chaser, Bernstein—the entry for the Lancashire Steeplechase is, to all intents and purposes, identical with that for the Grand National. There is, too, promise of a really good race in the entry—forty in number—for the Liverpool Hurdle Handicap, including as it does the names of the best known hurdle racers of the day. In the entries made for races under Jockey Club Rules it is interesting to note the nomination of two of His Majesty's two year olds—Sir Dighton and Marconi in the Gimcrack Stakes. On account of the war the race was not run last year, nor was the usual banquet of the Gimcrack Club held, but it would indeed be a red letter day in the annals of the club were one of these to win and His Majesty to honour the club by accepting the invitation to dinner which is always extended to the owner of the winner of the race. Mr. E. Hulton and Colonel W. Hall Walker have been "the guests of the evening" on several occasions, and one or other of them may again be invited, for both are strong supporters of the race this year—Colonel Hall Walker with seven nominations, Mr. E. Hulton with six. What the future may have in store for us—good or evil—no one can say, but taking them all round, the strength of the entries for races to come does seem to indicate that owners of racehorses—a fairly representative body—are, at all events, hopeful.


TRENTON.

HUNTING IN KHAKI.

JUST at present the cavalry have not much to do at the front, so that a number of them have been able to come home for short leave, while those who are training at home are getting quite a good hunting season, to the great benefit of themselves and their horses, I hear that three or four couples of the Hailsham Harriers have gone to the front, lent by the Master, Mr. Esmond Morrison. It would be interesting to know what the French sportsmen think of them. These black and tan mottled hounds are very French in some of their characteristics. They are under the care of Lieutenant James. There is another charming characteristic told us in the behaviour of some beagles when a shell fell near them: "They just looked up, sniffed and went on hunting." The absolute disregard hounds on a scent show to all sights and sounds is a wonderful example of concentration.

THE WATERVILLE BEAGLES.

Writing of beagles reminds me that we do not often hear of the Waterville. Yet they are a noteworthy pack of old Irish black and tans, with in some cases a cross (I presume of foxhound). They hunt in their native county of Kerry, in a lovely, wild and picturesque country of mountains and lakes, famous, too, for the stoutness of its hares. These hounds are big, upstanding ones of from 20in. to 23in., and extraordinary in their power of holding to the line in all sorts of weather, and for the full music, which can be heard for miles. For many years they were a private pack in the possession of the Butler family. At the present time they are trencher-fed and are kept by the farmers. I am told they show grand sport in a country where hounds must do their own work. Recently, finding a hare, the pack hunted her resolutely over ground now very wet and boggy. Sometimes the chase led the hounds among the cliffs and boulders which are often seen. These add greatly to the beauty of the landscape and not a little to the difficulties of hunting. The hare beat them after more than an hour's hard work in the only way these hares ever do seem to beat the Waterville, by going to ground. Naturally, the hares often turn to the mountains, and one hunt actually led over the summit.



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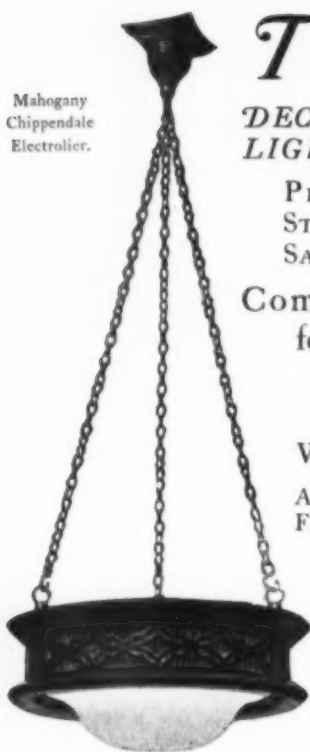
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We have just reached

first wash since we left
but wasn't it worth wait-
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It was fine
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Works: Heathfield, Newton Abbot, Devon.



MR. BUTT MILLER.

The death of Mr. Butt Miller recalls many recollections to hunting men. There will be not a few of these at the front who must have shared in the sport provided by the late Master of the V.W.H. (Cricklade). No one who saw his pack will ever forget it. They were as beautiful to look at as they were keen and hard driving. They were worthy of a country which for sport is second to none. When I hunted with them Mr. Butt Miller was hunting his own hounds, and was, perhaps, the hardest man in a hard riding field. I recollect one afternoon run when Mr. Butt Miller, riding a chestnut horse which had carried him splendidly (and he was not a light weight), and but a few remained to see the finish of a great hunt. Just before the end the Master led his small field over an awkward stone stile and a very hairy fence that reduced the field by two. He was a good huntsman; and had both resolution and judgment. He had a long period of mastership and much experience. Lord Worsley, whose death in action is now reported, was one of the youngest Masters. (He had been Joint Master of the famous family pack belonging to his father, Lord Yarborough.) His loss will be felt greatly in Lincolnshire, which has thus lost in a short time two of the leading members of its great hunting families, Lord Worsley and Sir M. Cholmeley.

THE QUORN.

The after Christmas sport of this pack has been good. Altogether there is greater brightness, but the hounds are making short days. No hunt was better mounted than the Quorn, and consequently many of their horses were taken. It is not so easy to mount men for the Quorn country, and they are short of horses at the kennel. Brighter weather and a holding scene cheered everyone up. In Burton Spenny, in the Monday country, a bold fox broke. The pack flashed over Walton Lane, and without hesitation dropped their sterns and scuttled away. So resolute was the drive of the pack that the fox went past Walton Thorns, and just short of the Sixhills Road the fox turned for Wymeswold. Down the slope into the valley the pack hunted, sweeping along over the grass. Then the pressure told, and the fox turned sharply for Prestwold. The pack carried ahead over the park and were apparently running for blood through the Long Plantation, when, after crossing the Loughborough Road, the fox got to ground.

ANY PORT IN A STORM.

Whether the wet and flooded state of the country has closed some familiar refuges to foxes, it is certain that during the past week they have escaped, or tried to escape, in many curious ways. The Croome killed a fox in the kitchen at Hanley Castle Rectory. The Warwickshire had a fast gallop from Mills' Gorse; this fox ran to Broughton and, with the Castle on his left, made for Banbury Racecourse and into Banbury town, and there he disappeared for good. Foxes learn to hang about the outskirts of towns, and I have seen many hunts almost in Leicester and, again, close to Weymouth. Lord Middleton's Hounds found a fox which was evidently an old hand at the game, for as soon as he was fairly afoot he made for Malton town and was actually hunted through the street, then he dodged by way of some gardens to the old slaughterhouse and thereafter nothing more could be made of him. Then when Mrs. Whitworth was acting as Master of the Holderness the fox made for Beverley, and in this case, too, the hounds were beaten. Lastly, at the end of a long run the Bramham Moor ran a fox into Ingmanthorpe, Willow Garth. Here the fox laid down; then as hounds came up he crept up a tree and hid in a hollow. Unluckily for him he was seen looking out of a hole from which, perhaps, he had before watched the baffled hounds looking for him.

CHESHIRE AND COTESMORE.

It was lucky that short leave enabled Mr. de Knoop to see his own famous cover, of Calverley Gorse drawn; there was a good fox there. It was a fine hunting run. Possibly it would not be considered straight enough or fast enough in peace time, but in the present state of our stables it was very good hunting, as the pack worked out every line of a twisting fox and, hunting right up to him, killed him fairly at last. The Cottesmore at Uppingham had quite a large khaki field beside, their ordinary faithful followers. A fox from Stoke Gorse, Little Wood, gave the followers a most charming ride. Pointing towards Uppingham, he turned before the road and kept on the right turn as far as Priesthill Coppice, through which he ran. Stockerston Park Wood was his next point, thence he dipped deeply into Mr. Fernie's country, running by way of Horninghold and Blaston to Nevilleholt, where he was rolled over after a capital run. X.

KENNEL NOTES.

THE IMPORTANCE OF DOGS.

YEAR by year the growing importance attached to kennel interests becomes more and more apparent in the constantly swelling volume of literature upon the subject. Obviously, unless the demand existed the numerous books would not appear. Most significant of all, perhaps, is the changed outlook of the veterinary profession. To its great honour, this profession, as represented by its leading men, has always recognised that its primary duties are concerned with the conservation of the world's food supplies. In their eyes, cattle, sheep and pigs stand before horses, vast though the equine interests are, because all peoples are dependent upon them for their very existence. At the same time, members of the profession are sufficiently numerous for many of them to specialise in the diseases of animals that minister to man's pleasure rather than to his physical sustenance, among these being our canine friends, and glancing over the practice of the past, it would be ungenerous not to recognise the work done by Blaine, in the first instance, and continued by Youatt. I am less familiar with the writings of the former than the latter, and I must confess that Youatt never fails to interest me. He had a style superior to most, a sympathy with his subject that could only arise from a liberal mind, and a passion for observation that placed him upon a high plane. At the present time no serious veterinary work, designed for the guidance of students and practitioners, can afford to neglect canine etiology and pathology. Take, for example, the comprehensive "System of Veterinary Medicine," edited by Professor E. Wallis Hoare, and published by Messrs. Baillière, Tindall and Cox. The first volume was enriched by numerous important articles from the pen of Mr. Henry Gray and others. The gentleman mentioned is responsible for less matter in the second volume that has just appeared, but much space is devoted to our special subject by Professor Hoare, Mr. B. Harvey Mellon, F.R.C.V.S., etc.

RESPIRATORY DISORDERS.

In the present season, with its abnormal rainfall and all-pervasive dampness, respiratory disorders are likely to be unusually prevalent, and it is encouraging to read Mr. Hoare's opinion that the percentage of recoveries is far higher than in the past, owing to the greater attention devoted to canine practice and the consequent opportunities of earlier treatment. In spite of that he warns us that "there is still much room for improvement in this direction, and the mortality from respiratory affections would be still further reduced if the owners of dogs would recognise that the 'common cold' may be, and often is, the forerunner of a serious malady; that patent 'cure-alls' do more harm than good." I am glad to see that he attaches more importance to good nursing than the action of drugs, for this is a point that I have never ceased dinning into my readers. Especially should we be watchful for the appearance of pneumonia in distemper cases, and remember that the modern view considers this disease infectious. Other ailments grouping themselves under Mr. Hoare's valuable chapter on the respiratory organs are acute nasal catarrh (acute coryza), chronic nasal catarrh, acute and chronic laryngitis, acute and chronic bronchitis, bronchial asthma, etc. Simple bronchitis, he says, may occur as the result of exposure to chills or follow an attack of acute coryza, which is similar to a cold in the head of human beings, except when associated with distemper. A cough, at first hard and dry and afterwards softer, together with a nasal discharge, are the symptoms of this form of bronchitis, and inhalations are indicated. At the beginning a mixture of ipecacuanha wine, solution of acetate of ammonia and sweet spirits of nitre is helpful, and Dover's powders also afford relief to the cough. It goes without saying that the affected animal should be kept in reasonably warm quarters. Chronic bronchitis is common to aged and obese animals, and is frequently confused with asthma, which Mr. Hoare says is a comparatively rare disease in the dog.

The remarks on pneumonia contain some words that give one furiously to think. Inhalation pneumonia, says the writer, "occurs from the careless administration of fluid medicines, or from fluid foods being forced on the patient. Many cases of broncho-pneumonia result from these causes, and the pernicious custom of forcing quantities of fluid foods and medicines on dogs suffering from distemper, pharyngitis, laryngitis and other diseases is responsible for many deaths. In cases where a large amount of the medicament enters the bronchi, especially if it be of an oily nature, a fatal termination may occur. One of the most distressing cases of inhalation pneumonia that we met with was due to the careless administration of a mixture of Epsom salt and water." Considering that the usual custom on the appearance of distemper or other serious illness is to drench the sufferer with liquid nourishment, and that most prefer to give medicines in this manner also, one may see that a general revision of methods is necessary. I wish Mr. Hoare would enlighten us as to the best course to pursue. Noticing that milk and other thin liquids, unless taken readily, distressed the patients very much, causing them to retch and cough, I used to insist upon my kennelman thickening all the food with arrowroot or cornflour, and it was then taken without effort. I am rather curious to know if this is sufficient. A. CROXTON SMITH.

5 Questions to those who employ male servants

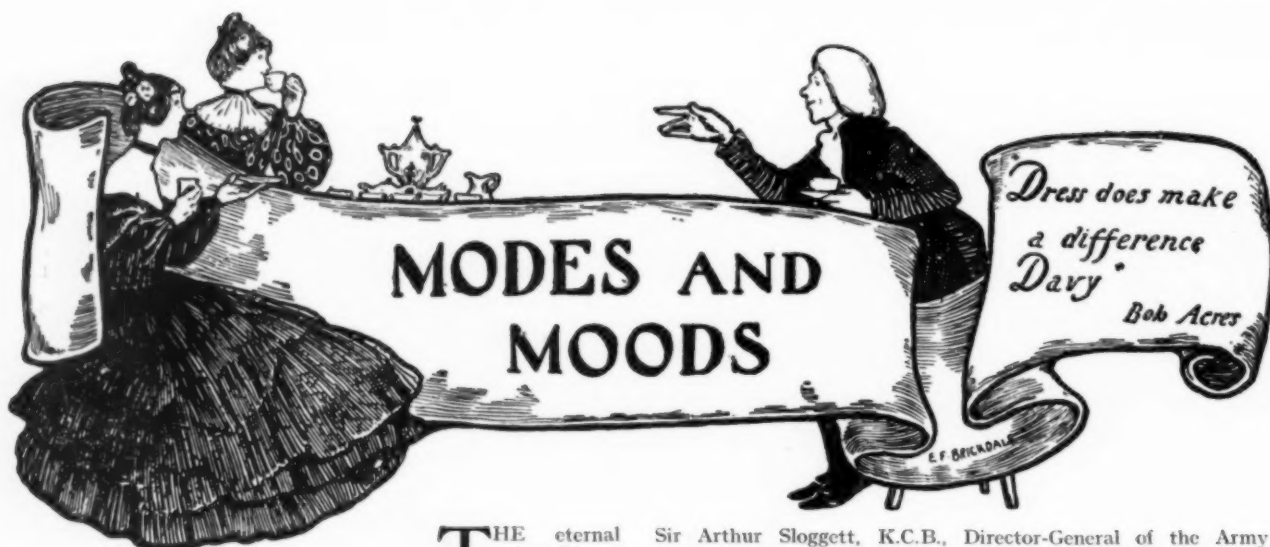
1. **H**AVE you a Butler, Groom, Chauffeur, Gardener, or Gamekeeper serving you who, at this moment should be serving your King and Country?
2. Have you a man serving at your table who should be serving a gun?
3. Have you a man digging your garden who should be digging trenches?
4. Have you a man driving your car who should be driving a transport wagon?
5. Have you a man preserving your game who should be helping to preserve your Country?

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God Save the King.



THE eternal text I have to write, and intend to press home, is simplicity of line and the stern suppression of fussy superfluous decorations. It is such a common belief, more particularly among Englishwomen, that a dress to be smart must be busy. You see this mistake made—that is, if you are at all an observant person—time and again by those who live habitually in the country. Connoisseurs and fastidious to fussiness over their neat, correct tailor-mades, these countrywomen frequently fall into the most hopeless pitfalls over their would-be smart visiting gowns; whereas, strange enough, many are singularly successful in the ordering of their dinner toilettes, demanding that these shall have a certain stateliness and dignity. Of course, this does not apply to the young girl, who, with only country modistic data to go upon, propounds ideas that require most careful editing at the hands of someone nearer to the hub of the wheel where fashions are evolved. But that opens another and special phase of the question, whereas I am only proposing this week to speak generally.

Standing, as we incontestably do, on the very brink of some drastic changes, it behoves us to take the plunge with eyes open and senses fully alive as to what really constitutes elegance. But for the war, it is impossible even to surmise what might have happened, and foolish even to attempt to do so, seeing how completely the trend of circumstances has changed the situation. It is *de rigueur* to be dressed in the very plainest manner just now in Paris, and no one understands better than the *chic Parisienne* how to live up to a situation in the correct modistic position; while those in control in influential *couturière* circles have no need to be taught, at this date, the value of a text to be developed and built upon. Consequently, I am completely confident the early spring will see this note of simplicity the chief keynote of fashionable movement.

Although it has been reported to me, on fairly reliable authority, that the prevailing long coat will give place to a much shorter style, the half or seven-eighths length is carrying all before it at the moment. It is a safe premise that there is scarcely a wardrobe of even the most modest pretensions lacking one of these possessions made of the warm nap cloth, blanket cloth, ratine or suède velours. Some models, albeit everything that could be desired in the way of cut, style and expression, have perhaps grown a trifle too familiar in the sight of the ultra-fastidious. The sales, admirable institutions as they are, have the inevitable effect of cheapening even good styles in the eyes of the ultra-fastidious; and it was this reflection that was chiefly responsible for the offer of an original design for one of these jolly coats, useful, practical and most desirable for helping one over the dull time between Christmas and Easter. A further advantage of such a wrap is that it is equally applicable to town or country use, and I would suggest for its fabrication a dark olive green velours de laine, the quasi-military collar and cuffs stitched with skunk or any dark fur, a trimming repeated on the close fitting little toque of velvet.

To turn to another subject, and one of perennial interest, since there is generally a baby somewhere in the family, I see that Her Majesty the Queen of Italy has placed an order for a baby carriage with Messrs. Hitchings, Limited, of 45, Knightsbridge, etc., to whose wares I have frequently referred in these pages. That British subjects should insist on British-made goods is only common sense, and just now a matter of conscience also; but one always feels that a special compliment is paid to the all-round excellence of our material, workmanship and design when important foreign commissions are placed in this country, and in this case it is a compliment which is richly merited.

It is difficult to realise that echoes of the war have penetrated even to Monte Carlo, where H.S.H. the Prince of Monaco's Model Convalescent Home for sick and wounded British officers is now in full working order. Several patients have arrived and recently received a visit of inspection from Surgeon-General

Sir Arthur Sloggett, K.C.B., Director-General of the Army Medical Service Overseas. There are a good many ordinary visitors also, so that the Paris, Lyons and Mediterranean Railway Company have arranged a regular service of quick restaurant and sleeping trains for them. The weather is a delightful contrast to that at home just now, and the opening of the Casino on January 1st met with general approval.

L. M. M.



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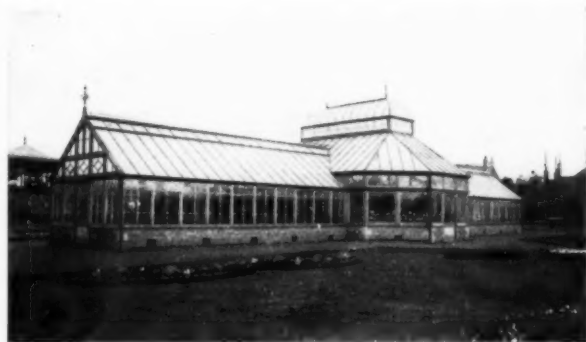
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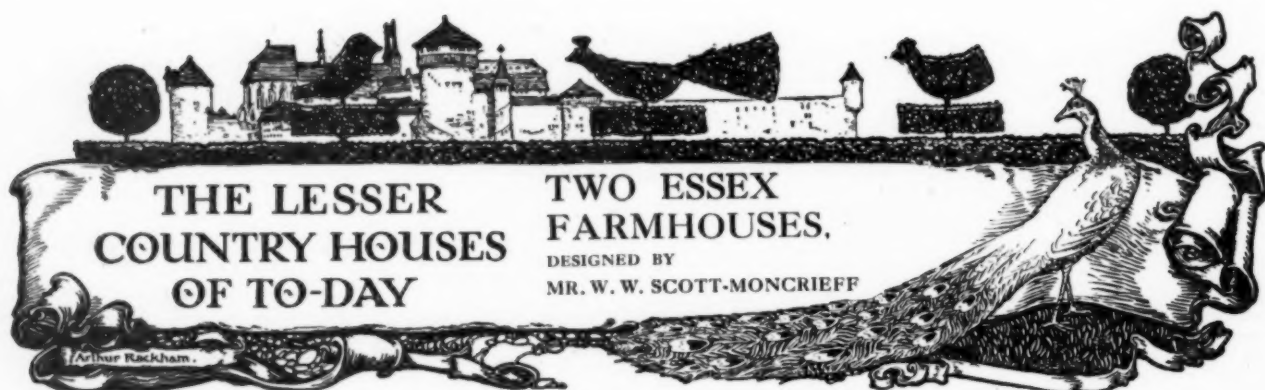
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HATFIELD BROAD OAK is in West Essex, near the Hertfordshire border and south of Hatfield Forest and Stane Street. These names, as well as its own, remind us of the days when the Romans cut a road through the forest which then covered much of the county. North-east of Hatfield is Dunmow, the interest of its fitch now somewhat superseded by the traditions gathering round the group of literary people who live there. Hatfield now shows typical Essex farm land, and the building now illustrated is a good example of a modern farmhouse. It is economically planned, with a business room reached directly from the back door. The owner desired the provision of a back as well as a main staircase, but the former seems somewhat superfluous in a house of this size. The sharp slope of the ground dictated the plan and the difference in level of two steps between the east and west halves of the building. The very exposed nature of the site demanded that the chimneys should be of great height. An interesting detail is the treatment of the eaves, which are formed of roofing tiles nailed to the soffit of the rafters and supported on a brick corbel course. The exterior of the building pays homage to the distinctive Essex traditions. Above a plinth of red brickwork, the

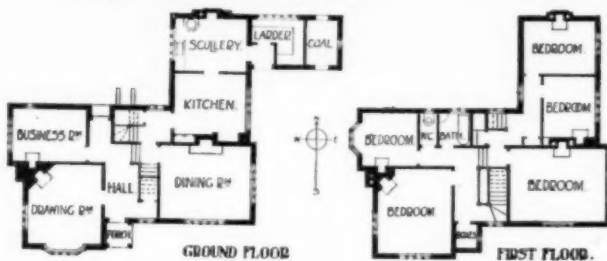
walls are plastered and divided into pargetted panels, treated with fan-shaped patterns and other scratched designs which have been a county practice for many centuries.



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FROM THE SOUTH-EAST.

"COUNTRY LIFE."



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THRIFT'S FARM: FROM THE SOUTH-EAST

"COUNTRY LIFE."

The illustration above shows Thrift's Farm, Farnham Green, a few miles to the north-west and near Maggot's End, a name that would have rejoiced Charles Lamb. To the original building Mr. Scott-Moncrieff has added the wing which appears in the foreground of the picture. L. W.

HUNTING IN KHAKI.

IN NORTH WARWICKSHIRE.

IT is not very often that we find ourselves hunting the same fox for more than two hours; as a rule a much shorter time passes before there is a change. The late Mr. Tailby once told me that if a fox held out before his hounds for more than twenty minutes, he suspected a change. On the other hand, when an old fox, possibly with a strain of blood from importations of Scottish foxes, is fairly on his feet, he will run for any reasonable time. It was a bitter morning with scurrying showers of snow when these hounds came to Beoley. Everyone was glad to be on the move, and when a brace of foxes was found soon after the start and one of them gave a short, sharp burst, everyone felt more cheerful. It was undoubtedly an old fox which went away from the Master's covert at Storrage. Like many good foxes, this one started by working out a ring. He ran round by Bordesley Park to his starting point; thence he took a twisting course and might have beaten hounds, but, turn as he would, the pack were always on his line. This is rather a rough country, and there are a number of covers through which a fox can make his way much faster than the hounds can follow. But if the pack can keep up a sufficient chorus to prevent the fox stopping—for a fox's pace is much regulated by the music of the pack—sooner or later he must give in; so it was now, and the fox was viewed obviously tired. He made a gallant struggle for Owl Wood, and here hounds were stopped as the day was drawing in. No one could regret that such a fox lives.

LORD HARRINGTON'S HOUNDS.

This is one of the few packs hunting five and six days a week, but the Master is a firm believer in the value of hunting to horse breeding, which he has done a great deal to help forward in Derby and Notts. He was one of the first to hold foal shows, believing that these are, as we all think now, one most excellent method of helping farmers to breed horses. Some readers may recollect that Mr. Charles McNeill established similar shows with success at Broadway when he was Master of the North Cotswold. These hounds have had really a fair season, but the event of the season so far was the rescue by the Master of some of the hounds from the Trent in flood. It seems that they ran a fox up to some high cliffs near the river, where the fox went to ground. A couple and a half of the leading hounds went over the bank and landed on a rock in the water. They could not return by the way they came, and before them was the river racing down in full flood. The hounds recognised their danger and crouched whining on the rock. Lord Harrington went straight up to the Ferry, and with the ferryman dropped down to the rock, but it took all the united strength of Lord Harrington and the ferryman to hold the boat against the flood, so they went over to the other side and Lord Harrington towed the boat back to the ferry. There he was joined by a Mr. Holland, and, with Lord Harrington in the bows, once more they dropped down to the hounds. While the other two held the boat the

Master coaxed the hounds on board, and, once more crossing the stream, towed the boat back to the ferry where the rest of the field had gathered.

WORCESTERSHIRE.

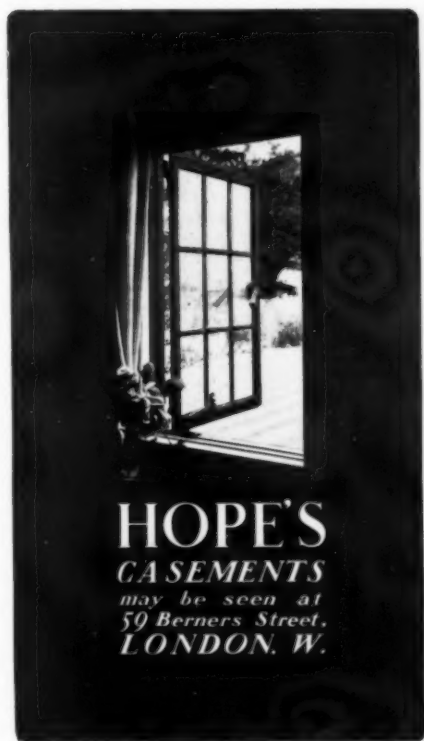
There have been many long runs, but on the whole the foxes have had the best of it. Scent, except in one or two instances, has been enough to hunt by, but not enough to press foxes at critical moments. Worcestershire still continues to be fortunate, whether we consider the county pack, the Ledbury or the Croome. Meeting at Thorngrove, the Worcestershire hounds found a fox in Orchard Covert. Mr. Jones blew his horn and hounds flew to him and settled on the line. Neither hounds nor Master lost much time in getting away, and in a country like Worcestershire this often makes all the difference between sport or no sport. But the run had not lasted long before the pack embarked on a much wired country, and the hounds were left to themselves when they reached the low-lying meadows. Along the Severn the hounds ran well until they swung over the road and into some market gardens. Here hounds had to put their heads down and work, but their drive stood them in good stead, and with just enough scent to make certain it was a fox amid the various odours of manures, the pack pushed over this part of the run slowly indeed, but never lost the thread of the chase. Clear of this the run brightened up, and was carried on for a long way until the fox went to ground by Bransford Bridge. The wire threw many people out, by the way, and this long hunt hardly gave as much pleasure as the description might suggest ought to have been derived from it.

THE PUCKERIDGE.

It came rather as a shock to us to hear that Mr. Edward Barclay and his son, Mr. Maurice Barclay, were thinking of giving up the Puckeridge. Mr. Barclay has been Master since 1896, when he gave up the Aldenham harriers and took to fox-hounds. The Hunt had passed through some troublous times since the days when, under Mr. Parry, the Puckeridge kennels held one of the best packs in England. To this day the blood of Puckeridge Blucher flows in the veins of some of the best of the Pytchley pack, and, indeed, in many other kennels. But I do not think that the Puckeridge hounds have in reality ever been better than they have been under the Messrs. Barclay. Their Colonist and several other noted hounds have attracted the attention of many judges. This is established as one of the kennels we look to for substance and stamina. The Puckeridge is a plough country, not particularly good scenting, and at times cold; thus hounds often have long hunts, and they require to be patient, persevering and close hunters. Some time ago there were some very typical illustrations of these hounds in COUNTRY LIFE. It would be a great misfortune if the Messrs. Barclay gave up, and it is to be hoped that they may see their way to go on, at all events until the end of the war. I am afraid Masters have not an easy time now. This is the time of year when we expect resignations, and in addition to the Puckeridge, who hope and expect to be able to come to some arrangement with their Masters to meet the difficulty, which is, as I anticipated, one that will trouble many Hunts in the near future—a financial one—the Cheshire Masters, Mr. Court and Captain Higson, have given in their resignations. For these no reasons are assigned, but it may be expected that these resignations will take effect. So far as sport is concerned, all has gone well. Over fifty brace of foxes have been killed in Cheshire. In Short, who, by the way, came from the Puckeridge, they have a very competent huntsman.

MR. FERNIE'S.

So far we have seen the foxes having the best of it, but in one of the fastest runs of the week we found at last the pack successful. The hounds were Mr. Fernie's, the draw Langton Caldwell (locally Caudle). Those who waited near the gate in the field on the Thorpe Langton side were the wise ones this time, for it was on this side that the fox broke. There was a moment's hesitation while Thatcher got his hounds together. They had divided on another fox. Turning left handed before Thorpe Langton Village was reached, they ran round near to Cranoe. Then, pointing for Sheepthorns, they turned again right handed over the hill across the pastures into the dip under Shington Holt. Over this fine scenting stretch of grass hounds raced, and they were clear of their field stringing out behind them until the fox, refusing the covert at Shington, ran a zigzag course to G'ooston Wood; but even into this covert he did not go. Near Dent's Spinney the fox slipped through a culvert, but did not pause, going straight on, Thatcher holding the pack forward. They picked up the line beyond the drain; then the fox was viewed weary and dragged, and the pack ran up to him near Glooston Church. This was a fast and good hunt over a fine country, and remarkable because the fox did not enter a covert from the beginning to the end. X.



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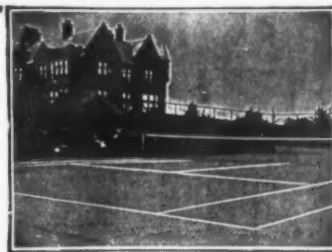
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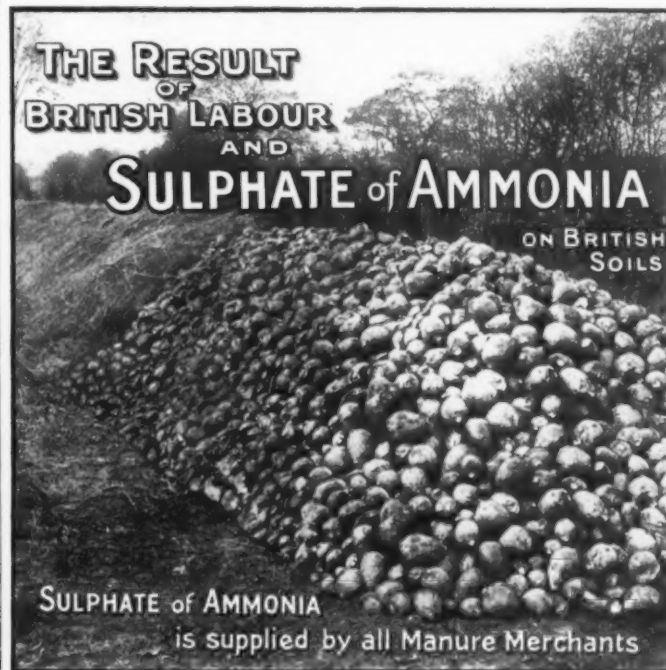
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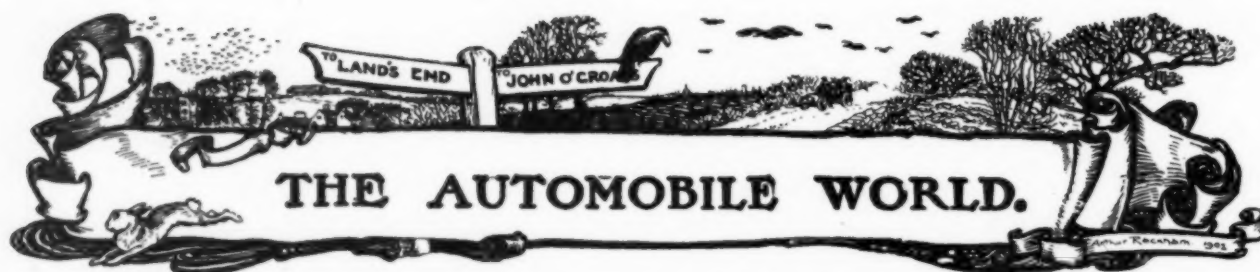
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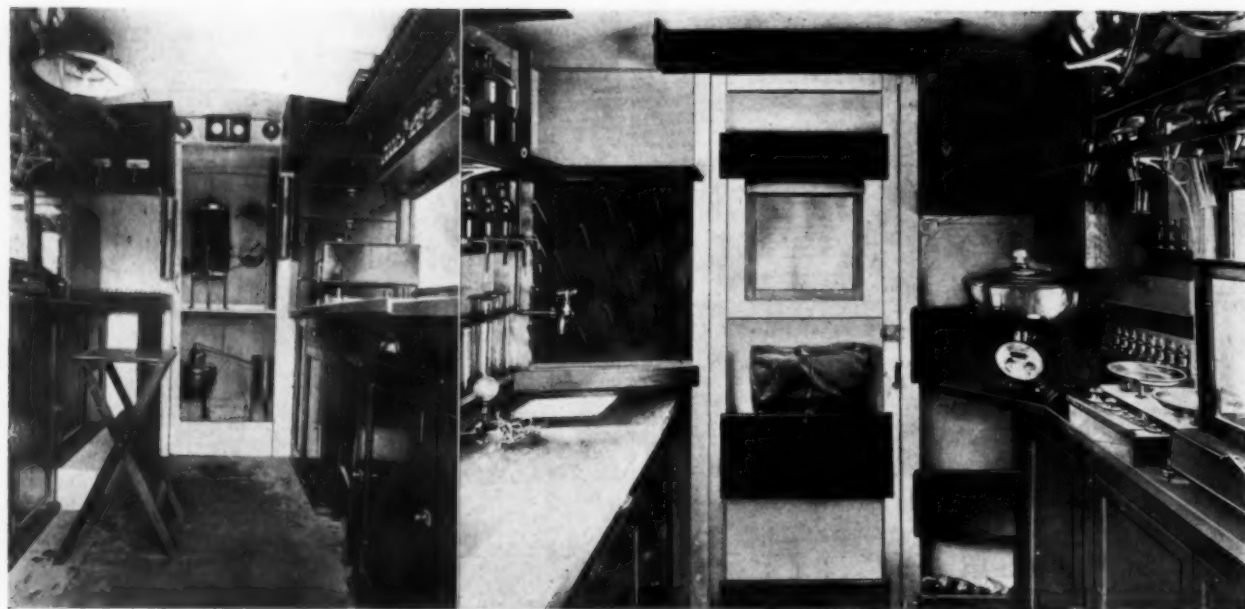
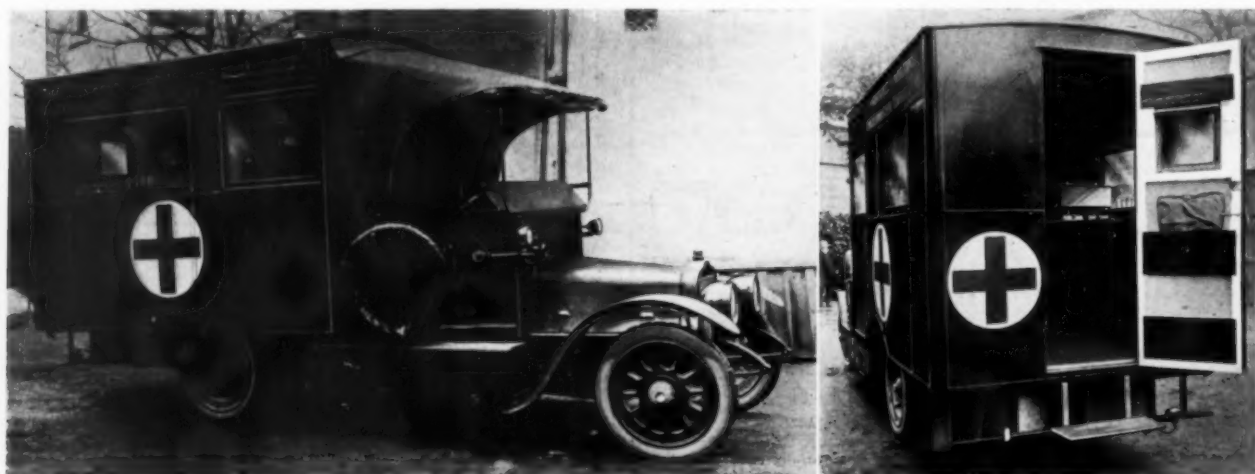


THE AMBULANCE CONSTRUCTION COMMISSION.

WE have received some interesting additional information as to the work of the Ambulance Construction Commission from the secretary, Mr. Hardress O'Grady. In our previous comments on the subject we emphasised the need for some really prompt action, and expressed the opinion that the best results would have been obtained "if qualified experts had been retained and sent out to examine all the different types of ambulances on active service, with a view to reporting fully on their qualities, and designing a standard type as a result of their experience." The matter circulated on behalf of the Commission contained no hint to the effect that any such action was contemplated. It is, therefore, with some satisfaction that we now hear from Mr. O'Grady that "Qualified persons have been out, and their report has been received by the Commission. Ambulance work at General Headquarters was thoroughly inspected under singularly favourable circumstances. The American and French ambulances were also inspected. Evidence was taken on the spot from the British Army officers responsible for organising and conducting ambulance and convoy work, and from French officers placed at the delegates' disposal by General F  vrier, Director of French Medical Services. Information was also obtained from expert civilians now at the front in a military capacity." This is a record of work of the first importance, and, in our opinion, it only remains for the results gained to be

materialised immediately into designs which should be made sufficiently public in the interests of all those urgently in need of guidance. To such designs the contributions to the prize competition will no doubt form useful supplements. The first circular drew attention only to this competition and to the composition of the Commission. Mr. O'Grady amplifies information on the second point as follows: "Every single member of the Commission has either had war experience of ambulance work, or is an engineer, or a coachbuilder, or—in two cases only—has to deal with the fitting out of ambulances for the front." We never doubted the high qualifications of the members, individually and collectively. We feel, nevertheless, that what needs emphasising at the moment is the modification of design necessitated by fitting ambulance bodies on motor chassis instead of on horse-drawn vehicles. Experience prior to the present war is not applicable in this connection, and so we expressed and still retain the hope that the work of adjudication will be left mainly to those members who are expert in motor matters.

As to the competition itself, our criticism of the programme is entirely based on the desirability of minimising any delay in reaching a sound standard. We are aware that, as Mr. O'Grady tells us, "any approved design may be sent at once to the Government or existing ambulance associations." It is not, however, customary for competitors to hand in their designs until some time near the closing date—in this case June 30th—since by so doing they might fail to embody good points suggested to them up to the last moment. It is therefore unlikely that the



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The Times, January 19th.

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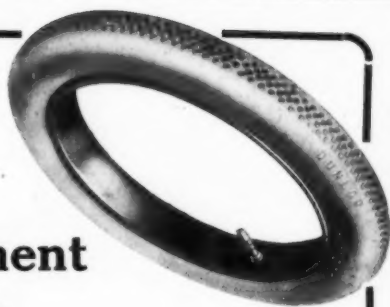
Extract from Treasury conditions.

The importance of keeping money in this country cannot now be exaggerated. The stringent regulations imposed by the Treasury merely emphasize what the Dunlop Rubber Co. has preached since the beginning of the war, namely, that every foreign tyre bought is of direct assistance to the enemy, inasmuch as it is a blow aimed at the industry of this country.

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competition will bear fruit for several months, particularly as Mr. O'Grady bears out our suggestion that the Commission will probably have to carry out practical tests before reaching its final conclusions. The competition is a good thing, but introduces the inevitable but grave disadvantage of considerable delay. The consequences of expert study on the spot can, however, be crystallised not only into reports, but into practical designs, without any delay at all, and we sincerely hope that full and prompt use will be made of the information gathered under such favourable circumstances, the collection, concentration and dissemination of which by the Commission will constitute work of unique Imperial value.

ITEMS.

Yet another use for motor vehicles at the front is exemplified by our illustration of a Talbot car fitted up as a bacteriological laboratory. This interesting vehicle is the gift of an anonymous donor to H.R.H. Princess Christian for presentation to the War Office in Princess Christian's name. The interior of the car is fully equipped for the important service for which it is destined. It will be stationed at the base, and will be served by a motor-cycle and sidecar running between the base and the front.

A fine example of modern bodywork is to be found on the six-cylinder Special Daimler recently shipped to the order of the Bombay Motor-car Company, for the Maharaj Rana of Dholpur, in Upper India. The type of vehicle chosen consists of a handsome all-enclosed Mulliner cabriolet, which provides inside accommodation for four, including the driver. We cannot, however, convey any impression of the effective colour scheme in aluminium and apple green, or of the luxurious equipment of the interior. An interesting point is the provision of extra lamps on the rear wings, the object being to give good illumination in all directions and to enable the occupants of the car to shoot wild animals while travelling at night. The Maharaj is an enthusiastic motorist and intends to drive this car himself.

A little fleet of four Napier ambulances has recently been supplied to the Australian Expeditionary Force for service with the Queensland contingent. Two were subscribed for by the well known Darling Downs Amateur Picnic Race Club of Queensland, and the others by residents of Darling Downs.

The Dominions and Colonies have come forward splendidly during the war, not only by sending magnificent bodies of troops, but by supplying their men at considerable cost with the best possible equipment in respect of ambulances, field hospitals and medical stores.

SHOOTING NOTES.

HOW THE WAR AFFECTS SHOOTING PROSPECTS.

It is rather interesting to speculate on the probable effect on the game of the altogether exceptional shooting conditions which have prevailed in the season of 1914-1915. Most exceptional, of course, is the little shooting of any kind that has been done. Taking the largest species of game, the red deer, first, we find that very little stalking has been possible. "I had only five gillies left," the owner of one of the very best of our forests told us. "There were not enough to pull the stags down the hill." He spoke in no regret—only of pride that his men should have offered their services so freely—but it showed that he had killed few stags. It has been suggested that the opportunity was a good one for killing off the bad beasts—the "hummels" and "switch-horns"—but even these have to be dragged down off the hill, unless they are to be left for the crows and eagles. We may take it that very few stags, or deer of any sex, relatively, have been killed. That is a pity. Hinds, more particularly, should, in our opinion, be shot down much more closely than they are. It is the large number of the deer that makes the scarcity of pasture, and a year such as this, in which unusually few have been killed, is likely to lead to increased shortness of feed unless the spring is more than commonly kindly in the production of young pasture.

We may pass to the other chief game of the Highland hill. If there can be some doubt about the number of the deer that have been killed, as compared with a year of normal happenings, no such uncertainty is possible in regard to the "muir-fowl." Almost certainly, not half the usual numbers have been killed, and we should be disposed to put it down at more nearly a third—a third, that is to say, of the total that it seems desirable, in the best interests of the moors, to kill. And while only two-thirds of the usual bags have been made, the stock, when shooting began, was rather above than below the normal mark. That means, of course, that an enormous number of birds have been left, never shot at. It was impossible, with the very best will in the world, to get at them. If lack of gillies hindered the shooting, or, at least, the conveyance to the lodge, of the deer—and no one cares to shoot them and let their carcasses rot on the hill—the lack of beaters was still more prohibitive of any large killing of the grouse. Their absence did not matter so much on the "dogging" moors; but then, what proportion of the annual grouse bag is made over dogs or by walking? A very small percentage indeed. By far the greater part is made by driving. Without beaters you cannot drive, and on a moor where the birds are usually driven it is altogether impossible to get near them with dogs, or by walking up. So you are absolutely defeated: the birds have to be let to live, and their survival in any abnormal number is not, as we very well know, for the best health of the future stock. Their case is, so far, just the same as that of the deer when too many are left—there is not food enough to go round. The effect of this on the deer is that they get so weak as to be unable to contend with the hardships of the winter: the more feeble die off freely when the heavy snow comes, and thus Nature restores the balance in her own way.

The fate of the overcrowded grouse is worse. When the weakness that is the result of the lack of food on the overpopulated moor comes upon them, they fall victims to the "grouse disease," whatever, precisely, that may be, and it is a disease which spreads among them. Whatever its original character, it becomes epidemic, and thus their ultimate fate, as a result of the overcrowding, is far worse than that of the deer. A very favourable spring, giving abundance of food, will reduce the fatality which is almost certain to be widespread; but only a very optimistic person can be looking forward to anything but a season of considerable "disease" in the immediate future.

Happily the state of the partridge, which we may next consider, is likely to be affected quite differently by the very same causes. He, too, has been shot very lightly, partly again because beaters have been few, and partly because such shooters as have been at leisure have not been much in the mood for sport. For some years past we have all been rather gloomy about the partridge prospects. It seemed as if nothing would go right with them; there were some successive years in which the weather was very villainous at the critical moment of their hatching out and there was a general feeling that the constitution of our native partridge had been undermined, whether by Hungarian importation, by the chemicals in the fields, or what not. But just the last year or two have been better; the stock has seemed to be looking up; prospects were brighter. And now comes this season in which very little shooting has been done. Its effect on the partridge stock, diametrically opposite to the effect on deer and grouse, ought to be all for their good. There is no fear of their being in such numbers that the fat lowlands which they frequent cannot feed them. Certainly there will be no "Hungarian importation" in the immediate future—those who look on the Hungarians as the cause of some past troubles may take that comfort to heart. Apart from that, our birds will be all the better for this holiday from shooting. It will leave a good stock for the breeding, and (within limits that nature does not allow to be passed in these islands) the more left the merrier. The war ought to do them a real service. But it will not do them much service if the vermin are allowed to increase, by reason of the vermin-killers by profession, such as the under-keepers, being engaged elsewhere—and in this connection we might suggest that this trapping of vermin, under a head-keeper's direction, might be very well within the abilities of many a returned soldier invalided from active service. This is but a suggestion thrown out by the way. The killing of the vermin will be done by each owner of a shooting in the manner that his circumstances indicate to be the most practical. But for the partridges' sake, even more than for the grouse, it is essential that it should be done by one means or other.

The conditions of covert shooting have been more nearly normal than those of any other sport. There were few big shooting parties; but a great many young soldiers had leave about the time of the New Year, and pheasants were shot later than usual. Pheasants, moreover, can be caught up, when the stock is not shot down, and their numbers can be replenished again, by tame bred birds, as required. In fact, their rearing is altogether so artificial a business that the chances of the war have hardly any effect on it. It is not likely that the game-farmers will find the usual demand for their eggs this spring, because people's thoughts are engaged on other things than shooting; but apart from that, the pheasants' case is perfectly normal.

No doubt ground game have not been shot down as closely as usual, and this should make for their increase, but against this, especially in respect of the rabbits, has to be set a big loss that they must have suffered, particularly in low lying land and in heavy soil, from the floods. Multitudes, especially of the earlier breeding ones, must have been drowned, and they bred earlier than usual, in consequence of the mildness of the winter. Moreover, the continual wet was all against their welfare, so in their case the one influence may fairly balance the other—the war and the little shooting making for their increase, but the perpetual rain tending to reduce them.

To sum up the conclusion of the whole matter briefly, the effect of the war is likely to be rather disastrous to the grouse, and, in minor degree, to the deer also; the abnormal conditions will have made little difference on the whole to the pheasants and ground game; to the partridges they ought to prove altogether beneficial.


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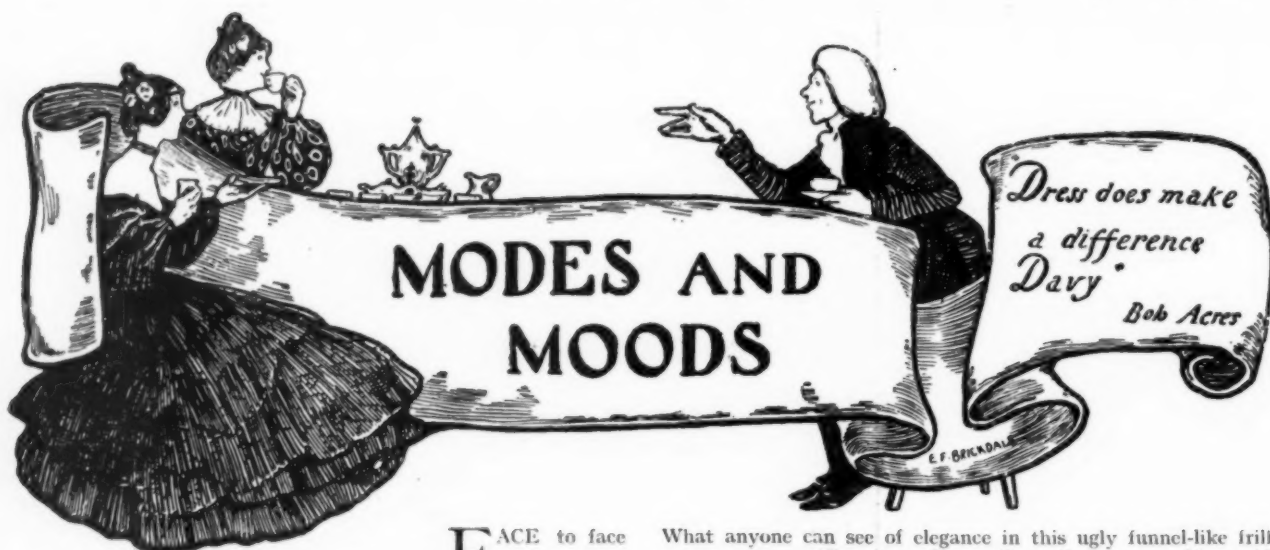
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MODES AND MOODS

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Bob Acres

FACE to face as we are now with the spring—one hopes of our content and the beginning of that end which will spell peace the world over—spirits are reviving and a renewed interest being taken in our clothes. The winter has perforce passed so quietly, comparatively little has been bought—a fact much emphasised by the prevailing sales, where the reductions grow daily deeper and deeper—that the spring, even the early days, will exact fresh outfits. Prominent among those who have grasped this particular situation and taken Time by the forelock, is the presiding head of the costume department at Gorrings, Buckingham Palace Road. A quite significant amount of attention is being bestowed here on the advance styles in coats and skirts, an illuminative example of which is shown in the accompanying sketch. This model is verily replete with interesting features, not the least being the skirt with a decided "flare" at the hem. The model composing the suit is a particularly lovely soft shade of purple gabadere; the coat—a longish affair of Cossack *genre*—the wide band passing at the sides under long *pattes* held by the same black jujube buttons employed elsewhere on the coat, to which a fitting climax is imparted by a great up and down collar of white moiré backed with a beautiful Paisley. I must return to the skirt for a moment to point out the arrangement of the four stitched pleats in front, while at the back comes a single broad box-pleat merely stitched down for about twelve inches, and then allowed to flow to assist the above flare at the hem. Entitled the "Ypres," Gorrings are able to bring out this supremely effective little costume at 61 guineas, and it is merely representative of many more at a like price.

Furthermore to be noted in the coat and skirt line, in the same salons, are some remarkable ready-to-wear suits in navy and coloured frieze, navy and black coating, at the exceptionally low price of 52s. 6d. These are sale goods, and as there are only a few more days of this clearance, and a proportionately small number of these costumes left, those who are attracted by the description must not wait upon the order of their going, but go quickly. The value of the offering is unquestionable. Thoroughly well worth investigating also are some inexpensive evening dresses, in all black, black and white, and colours, confections that, irrespective of initial cost, are all marked down to the one price of 42s. The "Marjorie," for example, is an ideally useful frock for a young girl, fashioned of black satin softened with chiffon. Another range of evening dresses drops to 3 guineas, and includes the daintiest little coloured satin and chiffon dance frocks on which the descriptive title of "Poppy" has been bestowed. On the termination of their sale Gorrings are prepared to launch almost immediately in every department early spring models that we may all rest assured will be characterised by the perfect taste and refinement which is so indissolubly associated with the name of this long established house.

Although black must in the natural course of things be largely adopted, a profound effort will be made to bring in colours. In fact, this is apparent already, more especially in the case of wine shades, some of which are really lovely, and help so materially to brighten the gloomy aspect occasioned by the persistent wear of navy. Not that I would for a moment quarrel with the latter classic *nuance*, but one does like a little variety now and again. Silks of a heavier character are once again finding incontestable favour. Faille, a fine ottoman, a sturdier taffetas and a host of striped fancies are in the looms. These sturdier silks are essentially right for the new modes of flaring skirts and full basqued coats, whereas, when it comes to the consideration of the bodice, the filmy diaphanous stuffs will in a large measure continue to prevail. With these bodices, together with blouses of similar character, the long, close fitting sleeve carried well over the hand is almost universal: far more so, indeed, than the covered throat. That this will arrive, indeed has arrived, is unquestionable, although its course will certainly be stemmed if there is taken into anything like serious consideration such truly hideous expressions as the "Entonnier."

What anyone can see of elegance in this ugly funnel-like frill surpasses comprehension. It recalls rather some old world torturing instrument devised to keep the head at an excruciatingly acute angle, whereas there is nothing more calculated to bring about a *chic* appearance than a high perfectly modelled collar. Those responsible for the revival are wisely seeing to it that uncomfortable extraneous supports are eliminated, and the high collar under the latest auspices is a wonderfully manipulated thing that stands upright by sheer force of cut and fit. L. M. M.



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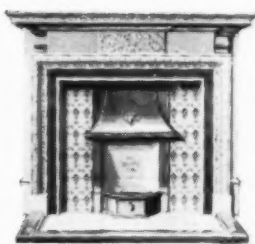
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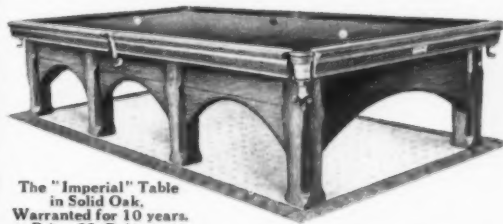
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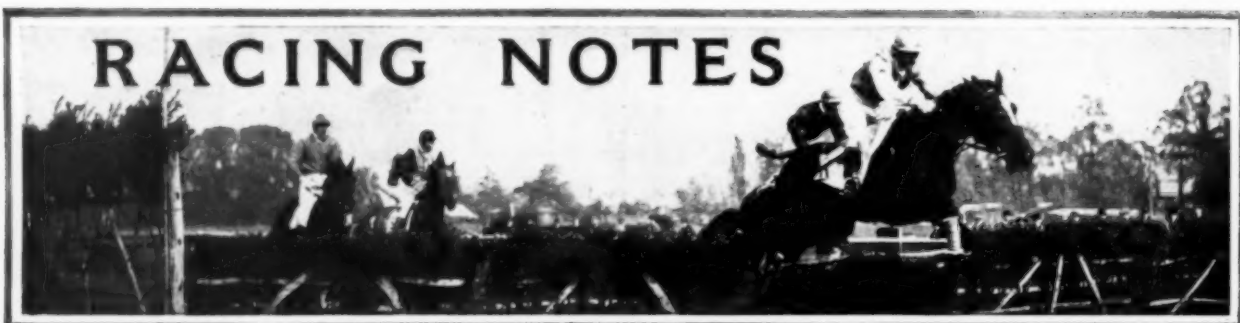
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RACING NOTES



THE most immediately interesting of the handicaps published in last week's *Calendar* are those for the Lincolnshire Handicap and the Grand National. In framing his handicap for the Lincoln race Mr. R. Ord has allowed himself a range of 3st. in which to bring forty-four horses together. To Maiden Erlegh the top weight (9st.) has been allotted. Even so, Mr. S. Joel's horse has not been harshly treated, though it may, perhaps, be as well to remember that, with the exception of Clorane—winner of the race in 1896 with 9st. 4lb. in the saddle—no horse carrying as much as 9st. has ever been successful. Blue Stone (8st. 6lb.) and Jarnac II (8st. 2lb.) seem to be just about where they should be in the handicap. Neither of these has been treated with undue leniency, but both can be shown to have just a fair chance. With 8st. 3lb. Wrack seems to me to have been given a bit more weight than he deserves. I myself would, on the other hand, have given a little more than 7st. 13lb. to Lie-a-Bed, a fairly easy winner of last year's Royal Hunt Cup, in which he finished three and a half lengths in front of Honeywood, from whom he was then receiving 5lb., and who has now to give him another 4lb. Happy Warrior (7st. 11lb.), now owned by Mr. Kennedy Jones, might be a very dangerous candidate, but it is against him that he was drafted out of a stable in which few mistakes are made.

The "book" supplies us with no reason for thinking that Mr. Ord should have assigned more than 7st. 11lb. to By George I, but it may be noted that this is the only one of the Spring Handicaps for which the colt has been entered, also that after showing a nice turn of speed in heavy going on his first appearance last year, the colt did not seem to make satisfactory progress. Nor has he been seen in public since he ran for the Stewards' Cup at Goodwood, a race in which he got badly away. Polycrates (7st. 9lb.), has to his credit that, having won two races earlier in the year, he seemed to be coming back to his best form when he won the Great Tom Plate at Lincoln (seven furlongs) in November. He is, moreover, bred on excellent racing lines, being by Polymelus out of Marmite, by Ayrshire out of Briseis, by Galopin out of Briar Root, by Springfield. Outram (7st. 9lb.) and Cuthbert (7st. 11lb.) are both previous winners of the race. The former has now to allow the latter 11lb. for the two lengths by which he beat him last year, a difference which should suffice to reverse the running. Mount William (7st. 5lb.) should have a fair chance "if" he can get the mile, for he certainly is possessed of a very good turn of speed, as shown by the style in which he won the Wokingham Stakes last year.

Lie-a-Bed and Mr. R. J. Farquharson's colt (Mount William) are, indeed, two whose names I expect to see included in the acceptances. There should be a goodly list of acceptors, for Mr. Ord has compiled a very fair and carefully thought out handicap, one in which it is difficult to find a weak spot. Mr. Topham is, of course, responsible for the Grand National handicap. He is, moreover, such a specialist in dealing with this particular race that no matter how much one may differ from him in the weight assigned to any particular horse, more often—far more often—than not the event confirms his opinion.

Two previous winners of the race, Mr. J. Hennessy's Lutteur III and Mr. E. Platt's Covertcoat, can again try their luck over the big fences. They fill the first two places in the handicap, the former with 12st. 7lb., the latter with 12st. 11lb., the difference being 7lb. in favour of Covertcoat as compared with the terms on which they met last year. None the less, if both stand up, I fully expect the French-bred 'chaser will again prove himself to be the better of the two—and easily. Lutteur III is, indeed, a remarkable horse, for besides having

been one of the very first 'chasers capable of winning the great steeplechase at five years of age, he is the only one—the only five year old winner—who has been of any subsequent use. The honours of the race were, indeed, his last year, for, although only placed third, he was then giving 3st. all but 1lb. to the winner, Sunloch, and 11lb. to the second, Trianon III. He was, moreover, running on, and my own impression at the time was that had more use been made of the two French 'chasers, had they not allowed Sunloch to slip away with such a tremendous lead, both of them might have beaten him. That Trianon III would have done so I felt sure; but we need not bother about what that horse may or may not be capable of doing, for he has been seized by the French Government, and his owner, Mr. Mumm, of German nationality, has, I understand, been "interned" by our gallant Allies in one of the concentration camps for German prisoners. Mention of Trianon III reminds me that there are faint hopes of seeing the French-bred five year old, Clitias, at Aintree; for since the war broke out it has been decided that no horses above the age of three years are to leave France, and up to now the authorities have not seen their way to make an exception of Mr. Sydney Platt's young 'chaser. It seems to me that they might do so were an undertaking to be given that the horse should return to France after the race—but that is merely a suggestion and, for all that I know to the contrary, one which may have already been put forward. To get back to our handicap. Last year's winner, Sunloch, has gone up 21lb.—has now to carry 11st. instead of the 9st. 7lb. under which he romped home last year. Over such jumps and in a race of such a length—four miles and a half—21lb. extra represents—well! what does it represent? It means for one thing that Lutteur III has only to give him the half of the 42lb., less 1lb., that he was giving him last year—but it also means that Mr. Topham evidently looks upon Sunloch as a "National" horse. He is, indeed, bound to do so, for never did a 'chaser treat the big fences more flippantly, nor can I remember seeing a National won with greater apparent ease. I say "apparent," because, as I have already said, it was and is my firm belief that had not the riders of Lutteur III and Trianon III thought that the "novice" would have come back to them, last year's race might have ended differently. Still, Sunloch must always be a factor to be considered in dealing with the race, and not a few shrewd judges—from whom I differ—think, indeed, that Mr. Topham has treated him rather leniently. Covertcoat did win the race (the year before last) when carrying 11st. 6lb., but I never liked him, and shall be surprised if he can win it again with another 9lb. in the saddle. It is true that last year he was carrying 12st. 7lb., but he never shaped like a winner at any part of the race. Fliton was going well when he came to grief last year; he has now been given another 10lb., but may, none the less, run well. There will, at all events, be no better-looking or more blood-like runner in the field. Then there is Balcadden (11st. 8lb.), a very possible source of danger to each and all of his opponents, for that very versatile racehorse came well out of a public "school" over fences with Rough and Ready in the Park Steeplechase at Hurst Park. Class, at all events, will be on his side. Rory O'Moore (11st. 4lb.) is getting on in years, but is, at all events, well capable of telling Mr. Whitaker all he may want to know about his stable companions, among them Alfred Noble (10st. 12lb.) and Queen Imaal (10st. 5lb.). The grey Silver Top (10st.) might run pretty well; so, too, might Leeson Park at the bottom of the handicap with 9st. 7lb. Further discussion of what promises to be an exceptionally interesting race for the Grand National Steeplechase may be deferred, for from now on we shall have opportunities for seeing how most of the probable runners are progressing in their work.

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KENNEL NOTES.

NEW COMMITTEEMEN.

THE Kennel Club Committee, having lost two valued colleagues through the retirement of Mr. John Kerr and Mr. R. de Courcy Peele, have lost no time in co-opting new members who should be of distinct service—to wit, Mr. James Farrow and Mr. N. A. Loraine. Of Mr. Farrow's association with the dog world it is difficult to speak within the limits of a paragraph, since he was breeding and exhibiting with success when many of us were children. One gets in the habit of regarding him as a Nestor, equipped with knowledge born of sound judgment and ripened by long experience. He has told us himself that his kennel registers contain records of over 2,000 spaniel whelps, he speaks quite casually of exhibiting a spaniel in 1874, and he has recollections of seeing Mr. Holford's team of Clumbers at Islington in 1869. No one would think it to look at him, and in hard work he must have found the secret of perennial youth. As a judge at field trials or shows his services are always acceptable, for people are assured that his opinion will be given without bias or favour. Holding an important position with the Great Eastern Railway Company until recent years, Mr. Farrow has had little leisure for administrative duties, so that it was not until 1913 that he joined the Kennel Club. His business training and intimate acquaintance with kennel affairs should make him a most useful member. Mr. Loraine, who was elected in 1911, has been identified with fox-terriers for some years past, and before that he kept Irish terriers. To the general public he will be more familiar as the manager of Sandown Park Races since 1903. He is a capable terrier judge, but above all has that knowledge of men and affairs that is so helpful in commanding the confidence of his fellow-exhibitors. The duties of the administrative body partaking more often than not of a judicial character, their fulfilment demands other qualities than a capacity for success in breeding.

THE TECKEL.

The large entry of dachshunds at Birmingham suggests that the feature of this quaint little creature is not to be jeopardised by any lingering prejudice about his Teutonic origin. He is German right enough, as we know him, and more Germanised now than he was fifteen years ago. On his introduction to this country in the seventies we proceeded upon the belief that he was a hound, and set about getting the big ears, heavy bone and sturdy bodies that we thought was essential. The whole misconception seems to have arisen from the assumption that "hund" meant "hound," and not "dog." In the catalogue of the Crystal Palace Show of 1871 I see a brace were described as being "German Dach or Otter hounds." Next year, efforts was a little better, as we had then got to "German Badger Hound," which was nearer the mark. I suppose these short-legged, long-bodied dogs are sometimes called otter dogs because they somewhat resemble the river poacher in formation. I often heard my bassets described in that manner by clever passers-by. Latterly, thanks in a large measure to the propaganda of Mr. Sayer, we have come to recognise that the dachshund is more of terrier than hound, and it speaks well for the good sense of our breeders that they set about rectifying the original error. Result, a much smarter, livelier little dog, and also one that is much sounder than his predecessors. To achieve this end we have drawn considerably upon kennels from the Fatherland, and it is fortunate that the correct type had become fairly well established before the outbreak of this lamentable war, which will put an end for many years to the pleasant intercourse that has prevailed between enthusiasts from the two countries. There is no reason, however, why the Teckel should suffer from the dissensions of his masters. Englishmen are too thoroughly imbued with the true sporting spirit to carry the warfare among dumb animals, whatever the Germans may do. And if the dachshund were to go, there is no logical reason in the world why the Pomeranian and Great Dane should not follow him. We may fairly look upon all three as naturalised British subjects, and go on breeding them upon our own lines. Who knows but that in the future kindred tastes in sports may not succeed in doing much to bring about a better spirit, smoothing down many of the acerbities engendered by the immediate conflict? After peace is declared, the sooner old animosities are buried, the more greatly will it conduce to the happiness and prosperity of the world. Much will have to be forgotten. Mr. Sayer, I note, is to judge at Cruft's great show on Wednesday next.

DANDIE DINMONTS.

It is a matter for regret that Dandies should have disappeared from the Cruftonian catalogue, for I had hoped that owners would have found this an occasion for celebrating the centenary of the publication of "Guy Mannering." It may be recalled that this notable literary event was to have been commemorated at the Scottish Kennel Club Show last autumn, although a little in advance of the true date, but the fates willed the abandonment of this important fixture. Chronologically speaking, Cruft's would have been the most suitable time, the book having been published on February 24th, 1815. An opportunity of advertising the merits of the Dandie to the general

public has been missed. It is just such a fillip that our small friend needs. Those who love the little terrier as he deserves to be loved remain staunch through all vicissitudes, but recruits are wanted to shake matters up a bit. A. CROXTON SMITH.

AGRICULTURAL NOTES

THE SHORTAGE OF FARM LABOUR.

OUR contemporary, the *Daily Telegraph*, has been making enquiry into the state of agriculture in various districts, and the results are interesting. They show chiefly that nearly everywhere there has been a considerable increase of the land devoted to cereals. We have not beside us at the moment the Government return issued at the end of the autumn sowing season, but the statements in our contemporary seem to be stronger than those that were official. The other feature is the unanimity among the correspondents as to the shortage of farm labour. Round about Ashford they are enlisting women for sorting potatoes and milking. Near Canterbury labour is altogether inadequate, and all the work is done by old and middle-aged men. Many employers have lost two-thirds of their labour and one man has lost it all. On the big dairy farms round Derby men are at a premium, for business is very active in the town itself, except in the lace trade and the china industry. Round Doncaster there is a distinct shortage of labour, and "it is not easy to see where at short notice cultivation could be increased to any great extent." Labour is very short in Devonshire, and the rains have been terrific. In Gloucestershire labour is so scarce that it has prevented the farmers from sowing more wheat. A very similar story comes from Northamptonshire. In fact, the rural exodus, bad as it was before, has become so pronounced since the war that the provision of workers is a great difficulty and must be got over if the food supply of the country is to be increased. From various centres it is announced that women are being freely employed, and the movement for stopping temporarily at least the education of children of twelve and over goes on gaining additional support.

THE RISE IN WHEAT.

No adequate explanation has yet been brought forward to account for the great rise in the price of wheat. The returns of the International Bureau of Agriculture show that in the countries from which we get returns at this season—Australia and the Argentine—there is on the whole an increase in the supply, caused by the deficiency in the Australian harvest being more than made good by the abundance of that in the Argentine. Moreover, the rice crop is very considerably better than it was last year in the countries where rice is grown and to a greater or less extent used where we should use wheat. It does not seem either as though shippers had formed any ring or combination for the purpose of raising prices. The best reason that can be given is that the war has made such an extraordinary demand on shipping for military transport that not enough has been left over to carry our wheat across the Atlantic. The comfort about this state of things is that it cannot last long. There was bound to be an immense demand for vessels in which to carry troops and war material at the beginning of operations, because the country was taken by surprise and it was necessary to bring men and material together. Now, however, the worst of this work has been accomplished and more ships should be available for carrying grain. Though, of course, it must be taken into account that some of the great carriers of the world, especially the Germans, have been reduced to inactivity and, consequently, a greater burden is thrown upon our merchantmen. It is satisfactory to know that preparations have been made in all the great wheat growing countries that are not engaged in warfare to extend considerably the cereal area next year.

A GOOD FRENCH EXAMPLE.

In France, M. Gabriel Hanotaux has worked out an excellent idea for helping farmers to produce more food. It is known as the "loan of honour." This means a State advance to farmers, merchants or manufacturers whose affairs have suffered owing to the war. The loan will not be charged with interest and will be repayable one year after the treaty of peace is signed. French farmers will be very glad of the help. They could not do much sowing in the autumn owing to the lack of ready funds and the occupation of much of their land by the enemy. It is, however, of great importance that spring sowing should be done on the largest possible scale.



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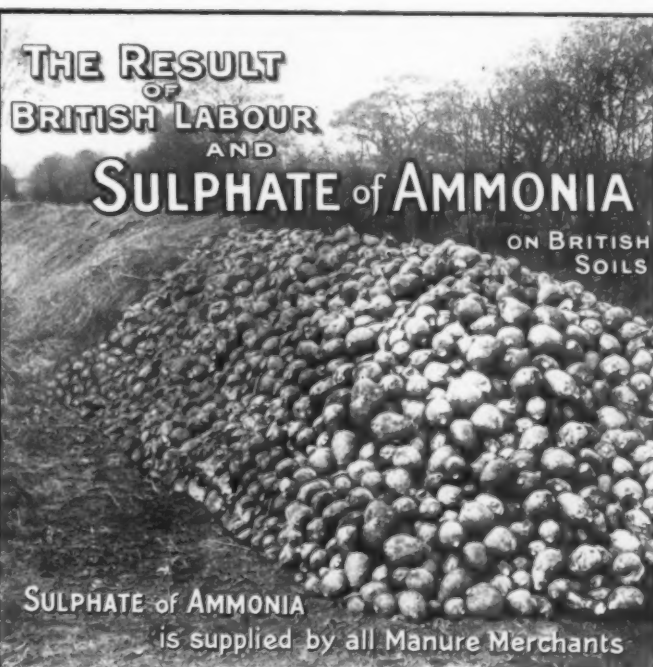
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SHOOTING NOTES.

THE GAME LAWS OF CANADA AND THE UNITED STATES.

THE diversity of Game Laws in the provinces, states and counties of the Northern American Continent is such as would bewilder even the keenest sportsman, and the American weekly, *Forest and Stream*, is to be congratulated on the publication in the issue of October and November last of "Game Laws in Brief," which are set out in a remarkably concise form. The extracts given below under the heading: "Maryland," "Wyoming" and "Quebec" will prove our point, and it will be noticed that a real effort is being made to protect from the pot hunter not only big game and wildfowl, but imported game birds such as English and Mongolian pheasants, Bohemian and Hungarian partridges, etc. In this connection the Maryland State bag limit (one day) will be read with interest: Partridges, 15; ruffed grouse, 6; English pheasants, 4; doves, 25; woodcock, 12; rabbits, 12; squirrels, 12; jacksnipe, 12; wild turkeys, 2; one deer in a season, etc.

MARYLAND.

Uniform Season Law—BIRDS AND GAME.—No person shall shoot, trap, catch or kill or gun or hunt for any partridge or quail, English or Mongolian pheasant, dark neck Bohemian pheasant, pheasant or ruffed grouse, rabbit, squirrel, wild turkey, woodcock or deer within the State of Maryland, between December 24th (Christmas Eve) and November 10th in any year, exclusive of both dates, nor upon Sunday, or when the ground is sufficiently covered with snow to track the birds or game above mentioned. And there shall be a daily closed season on all the above enumerated game birds and game animals (with the exception of rabbits) between sunset and sunrise.

Anyone convicted before any Justice of the Peace of a violation of the preceding section shall be fined not less than 25dols. nor more than 100dols. for each and every offence, and upon failure to pay the fine, shall be committed to gaol for not less than twenty-five days nor more than sixty days.

One-half of fines go to the person procuring the conviction and the other half to the State Game Protection Fund.

WILDFOWL.—It is unlawful purposely or unnecessarily to disturb on their feeding grounds or when bedded in the waters, or to pursue, kill or shoot at any wildfowl from any sort of boat, or to pursue, shoot or gather any wounded or dead ducks, geese, swan or brant in any boat propelled by or equipped with sail or engine of any kind. Unlawful to use or permit the use of such boat at any time between October 15th of any year and April 1st in the ensuing year. Duly licensed and authorised sneak boats or push boats may be used and same may be towed by power boats to and from the shooting grounds, and wounded or dead wildfowl may be gathered in by boats propelled only by oars, and not equipped with either sails or engines when so used within a reasonable distance from shore.

POLOVER AND SNIPES.—September 1st to December 15th, both days inclusive. Exceptions: Ortolan, sora, rail bird, reed bird, in Anne Arundel County or upon marshes of Potomac or Patapsco rivers, September 1st to November 1st. Upon Patuxent River and tributaries, in said county, unlawful to shoot or trap any wild goose or duck between February 1st and October 31st; ortolan, rail or reed bird between December 1st and August 31st, both days inclusive.

In Cecil County.—Unlawful to gun for, shoot at or kill wild waterfowl in certain parts of said county, except during Mondays, Wednesdays and Fridays, until January 1st, during the shooting season, and after January 1st, on Mondays, Wednesdays, Fridays and Saturdays.

Dorchester County.—Unlawful to shoot English or Mongolian pheasants, American pheasants, Bohemian partridge or Hungarian partridge or ruffed grouse until gunning season of 1919.

STATE BAG LIMIT (one day).—Partridges, 15; ruffed grouse, 6; English pheasants, 4; doves, 25; woodcock, 12; rabbits, 12; squirrels, 12; jacksnipe, 12; wild turkeys, 2; one deer in a season; 50 rail per tide. Special bag limits for Calvert, Patuxent River and Baltimore County.

WYOMING.

SNIPES, SANDPIPER.—It shall be unlawful to shoot any snipe, sandpiper or other Limicola, except from September 1st to April 30th of the next year.

GROUSE, PHEASANT, QUAIL.—It shall be unlawful to shoot any sage grouse, except during the month of August, and all other grouse may be shot from September 15th to November 15th. Mongolian pheasant or quail closed until September 15th, 1915, when the killing of such birds shall be allowed only during the open season for sage grouse. Provided that in Albany, Carbon, Laramie and Sweetwater Counties all grouse may be shot from July 15th to August 31st. Sheridan County closed on sage grouse until open season in 1915. And, provided further, that quail shall not be killed in Crook County until the open season on such birds in 1917.

DUCKS AND GEESE.—It shall be unlawful to shoot any wild duck or wild goose, except from September 1st to March 1st following.

LIMIT ON GAME BIRDS.—Eighteen game birds in any one day and not more than six of such game birds may be grouse.

LIMIT.—Two elk, one deer, and one male mountain sheep in any one year.

MOOSE, ANTELOPE.—Protected until 1918.

BUFFALO.—No open season to kill or capture any age of buffalo.

DEER, ELK, MOUNTAIN SHEEP.—It shall be unlawful to kill any elk, or mountain sheep, except from September 1st to November 15th of each year, provided that male mountain sheep and deer with horns only shall be permitted to be killed. And it shall be unlawful for any person or persons to hunt, pursue or kill any deer except from October 1st to October 31st of each year: Provided That the open season for deer in Fremont, Lincoln and

Park Counties shall be from September 1st to November 15th of each year. Elk and male sheep in Lincoln, Park and Fremont Counties north of Big Wind River and Bad Water Creek and also in Fremont County south of Sweetwater River, September 1st to November 16th. Elk and sheep in rest of State, moose, antelope, five years, September 1st, 1918.

BEAVER.—Protected until 1915.

Silencers prohibited.

[GUIDES.—Guides for hunting must take out a licence, fee 10dols. Non-resident hunters must employ registered guide.]

[SHIPMENT.—A licensed non-resident hunter may transport out of the State carcase, head, antlers, scalp, skin or tusks of animals killed, properly tagged.]

USE OF DOGS.—It shall be unlawful to use dogs for the purpose of running or coursing deer, antelope, elk, mountain sheep or moose.

MONGOLIAN PHEASANTS AND QUAIL.—It shall be unlawful to kill any Mongolian pheasant, Mexican, Californian or Bob-White quail until September 25th, 1915.

QUEBEC.—ZONE No. 1.

MOOSE, CARIBOU, DEER.—It is forbidden (1) to hunt, kill or take deer and moose between January 1st and September 1st, except in the counties of Ottawa, Labelle, Temiscaming and Pontiac, where such killing is forbidden between December 1st and October 1st. (2) Caribou, between February 1st and September 1st. (3) To use dogs for hunting moose, caribou and deer, but red deer may be so hunted between October 20th and November 1st. (4) To kill moose and deer while yarding or by what is known as "crusting." (5) To kill fawns up to the age of one year of any of the animals mentioned in paragraphs 1 and 2. (6) To kill any cow moose. No person shall, in one season, kill or take alive more than one moose, two deer and two caribou. The Minister may grant to any person domiciled in the Province, on payment of 5dols., a permit to hunt or kill or take alive not more than three additional caribou and three additional deer.

GAME BIRDS.—Forbidden to kill: Any woodcock, snipe, plover, curlew, tatter or sandpiper, between February 1st and September 1st; birch or swamp partridge between December 15th and September 1st following; and white partridge (ptarmigan) between February 1st and November 1st. Any widgeon, teal or wild duck of any kind, except sheldrakes, loons or gulls, between March 1st and September 1st. At any time between one hour after sunset and one hour before sunrise, in any manner whatever, any woodcock, snipe, partridge, widgeon, teal or wild duck of any kind; and during such prohibited hours, it is also forbidden to keep exposed, under any pretext, any lures or decoys near a cache, boat or bank.

WILD BIRDS.—Forbidden at all times to kill or take by means of nets, traps, snares, springs, cages, or otherwise, any of the birds known as perchers, such as swallows, king-birds, warblers, flycatchers, woodpeckers, whip-poor-will, finches (song sparrows, red birds, indigo birds, etc.), cow-bunting, titmouse, goldfinches, grives (robins, woodthrushes, etc.), kinglets, bobolinks, grackles, grosbeaks, humming birds, cuckoos, etc., or to take their nests or eggs, except eagles, falcons, hawks, and other birds of the falconide, owls, kingfishers, crows, ravens, waxwings, shrikes, jays, magpies, sparrows and starlings.

To buy or sell, expose for sale, or have in possession with intent to sell any birch or swamp partridge before October 15th, 1917, is forbidden.

ZONE No. 2.

PARTRIDGE.—Forbidden to kill: (1) Any birch or swamp partridge between February 1st and September 15th. (2) Any white partridge (ptarmigan) between March 1st and November 15th.

METHODS.—Forbidden to take, at any time, by means of ropes, snares, springs, cages, nets, pits, traps of any kind, jacklights or other artificial lights, any game animals or birds. Forbidden to hunt, capture or kill ducks, wild geese or other waterfowl by means of vessels or yachts propelled by steam or other motive power.

CANADIAN GAME EXPORT.

The exportation of wild turkeys, quail, partridge, prairie fowl and woodcock, in the carcase or parts thereof, is prohibited by the Canadian Tariff Act. By Customs Department Memorandum No. 1,063 B, dated August 16th, 1899, deer killed by sportsmen may be exported under the following conditions, the term deer comprising deer, caribou and moose:

Deer may be exported at the Customs ports of Halifax, Yarmouth, Macadam Junction, Quebec, Montreal, Ottawa, Kingston, Niagara Falls, Fort Erie, Windsor, Sault Ste. Marie, Port Arthur and such other ports as shall from time to time by the Minister of Customs be designated for the export of deer.

The exportation of deer in the carcase or parts thereof (except as to cured deer heads and hides of deer) shall be permitted only during or within fifteen days after the open season.

No person shall in one year export more than the whole or parts of two deer, nor shall exportation of such deer be made by the same person on more than two occasions during one calendar year. A non-resident exporter must show his licence to the collector of Customs.

It will be seen that every effort is made to limit and control exportation of game; but a correspondent from Maine points out the great difficulties experienced by the Game Commissioners owing to the increasing practice of hunting parties by motor cars in the unfrequented districts. The very strictness of the Game Laws is, therefore, all to the good, and it is to be hoped that the penalties for infringement are rigorously enforced.

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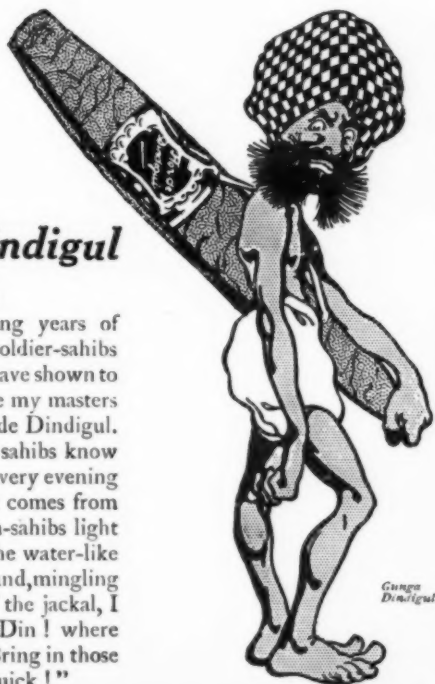
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Yes, Sahib! My long years of association with the soldier-sahibs of the Indian Empire have shown to me why and wherefore my masters prefer the cigars Flor de Dindigul. And by Allah! these sahibs know good cigars. Hence, every evening when the purple light comes from the hills and the mem-sahibs light the lamps that burn the water-like oil, all over the compound, mingling with the distant cry of the jackal, I hear the call, "Din! Din! where are you, you rascal? Bring in those Flor de Dindiguls—quick!"



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3d. each; 5 for 1/1; 50 for 10/3. Flor de Dindigul Extra (extra choice, as supplied to the House of Lords). 4d. each; 50 for 15/-.

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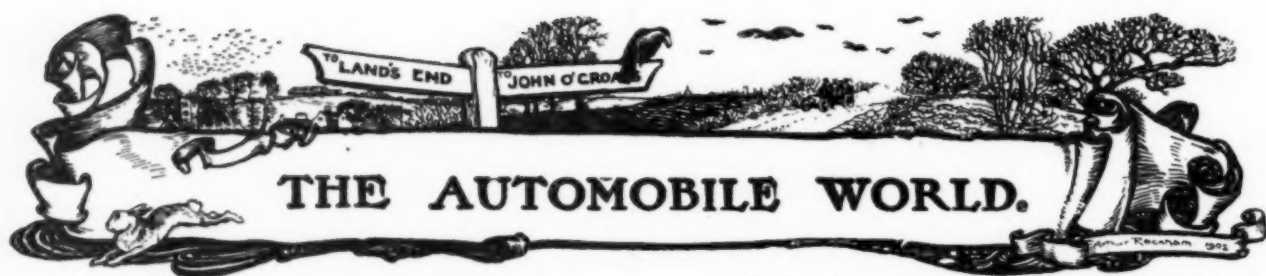
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PROSPECTS OF CANADIAN MOTOR FUEL.

IT seems that one of the most useful of the valuable activities of the Institution of Petroleum Technologists is to be the provision of increased and really sound information about the possibilities of oil fuels within the Empire. Following on a recent paper by Professor Cadman dealing with Trinidad, Mr. E. H. Cunningham Craig has now given a very useful survey of the prospective oilfields of Western Canada. In that district the speculator has, of course, been very busy, and has wavered alternately between extreme optimism and the most lugubrious pessimism. Just at present he is, generally speaking, in the latter stage, being in course of recovery from the intoxication caused by the extraordinary find in the Calgary district. In that neighbourhood the Dingman well, which was the first bored by the Calgary Petroleum Products Company, began to find a remarkably light oil in the autumn of 1913. It was not, however, until about six months later that a regular, but still small, flow was tapped. A sample of this oil, tested by Mr. Cunningham Craig, actually contained over 70 per cent. of motor spirit and about 20 per cent. of kerosene. The specific gravity of the crude oil was no higher than that of a good average petrol. The oil is quite white and clear, and can be used as it comes from the well for the purpose of a motor fuel, its only apparent disadvantage in that connection being a slight trace of sulphur. Mr. Cunningham Craig found that the oil actually gave better power than that obtainable with petrol, and enabled him to take stiff gradients with fewer changes of gear.

The Dingman oil cannot, of course, be regarded as a fair sample of what would be found if the main supplies of the fuel were tapped. It has evidently undergone a natural process of filtering or distillation in some past ages, and is probably nothing more or less than a condensation of the light products of some portion of a supply of heavier oil which exists in the district. This idea is borne out by the fact that another well about twenty miles off gives a very good quality of oil containing about 20 per cent. of petrol, and of a composition which seems

to indicate that it might very well be part of the supply from which the Dingman oil has been derived.

There is in Western Canada an enormous exposure of bitumen, estimated by Dr. Bosworth to be greater than all other known exposures of the kind taken together. This tar sand, as it is called, will, on distillation, yield about fourteen gallons of oil to the ton. Some people believe that its presence indicates the existence somewhere about of big supplies of petroleum, while others think it is the result of some upheaval that has allowed the evaporation of all the lighter products of a field which once existed. Further north, in the neighbourhood of a place named Redwood—after Sir Boverton Redwood, the President of the Institution of Petroleum Technologists—some half a dozen wells have all struck oil of very good quality, though in small quantities. At present geologists not only differ as to whether the Canadian oil fields will ever be productive on a big scale, but as to which is the most promising district to prospect.

So much money has been wasted in wild speculation in the past that it is indeed a subject of congratulation that we now possess a body of skilled scientists prepared to make public a great deal of valuable information and to interchange views among themselves, all this having a strong tendency to check wild cat schemes. The good work of this institution has already been recognised officially by the British Admiralty, Lord Fisher of Kilverstone and Admiral Sir Edmund J. W. Slade having recently accepted the offer of honorary membership.

Very shortly Mr. William A. Hall will read a paper on the cracking of oils with a view to the production of petrol. This paper, Sir Boverton Redwood tells us, will afford a somewhat revolutionary and novel treatment of the subject. Mr. Hall is, we believe, responsible for a process which is presently to be worked on a commercial scale in this country. We have heard less of late of the introduction of new processes for getting motor fuel, but it does not appear that this state of affairs is



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The bad condition of the roads had led to the placing of contracts for large numbers of these light vehicles.

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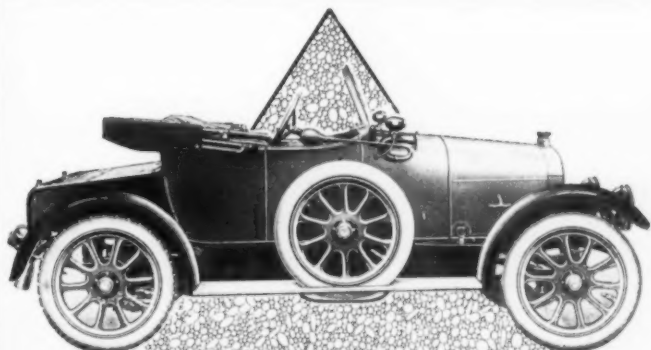
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to continue. There are rumours, for example, of a process which, like others that have been brought to our notice before, is to give us petrol at about three pence a gallon. This new concern is believed to be in some way connected with the Canadian production of petroleum, and vague reports appear to assume a supply of unusually light crude oil at an extraordinarily low cost, and also a strikingly cheap rate of shipment to Great Britain.

Another scheme is for a fuel which apparently is to contain petrol, benzole and some fortifying ingredients. It would be on the heavy side, and perhaps more suitable for industrial vehicles than for touring cars. It is stated to give appreciably better power than benzole, and it is anticipated that it would be possible to sell it retail at 1s. a gallon. Yet another new idea comes from South Africa. This is concerned with a fuel the base of which is apparently commercial alcohol, though, if report speaks truly, this is not the only ingredient, since the fuel is said to give, with an ordinary motor car engine, better consumption results than are obtainable with petrol. Here again those concerned hold out prospects of considerable reduction in price.

We shall look to the Institution of Petroleum Technologists to steady public opinion and provide some really reliable guidance in connection with any such promotions as those outlined above. The object of the institution is primarily to improve the status of engineers, geologists and chemists concerned in getting, and subsequently dealing with, petroleum, and the best way to convince the public that they have to do with genuine technical men, and not with quacks, is to guide them towards investing in justifiable propositions, and to warn them against schemes that are scientifically and practically unsound.

TIRE PRESSURES.

THAT very active American organisation, the Society of Automobile Engineers, held its annual meeting at New York a few weeks ago. From the volume of highly technical contributions to the gathering, it is possible

to unearth a few which contain suggestions of real interest to the motorist who is not a trained engineer. For example, Mr. Charles B. Whittelsey gives some useful notes on the subject of tire inflation and tire load. His definition of a pneumatic tire as "a cylindrical ring of air surrounded by a covering of canvas and rubber" is a little reminiscent of the old description of a net as "a lot of holes tied together."

It serves, however, to bring home to one the real character and use of a tire. The air under compression is what we really want, the canvas and rubber contrivance merely a somewhat imperfect way of getting it. The process of absorbing shocks naturally leads to the generation of heat. If a tire is too small, and only contains a small volume of air, this heat gives a big rise in temperature and a corresponding rise in pressure. Consequently, if a car is under-tired, and its tires properly inflated at starting, they soon become over hard under the influence of high speeds or heavy work, and so cause considerable discomfort. If this final result is avoided by under-inflating, the fabric of the tire is much more severely used, and its life greatly reduced. Unfortunately, many motor manufacturers have under-tired their cars in order to keep down first cost. The inevitable consequence was discomfort or a big tire bill, or a combination of the two. Hence was evolved the "over-size" tire; that is to say, a tire of big section which will fit into a rim originally intended for a smaller tire. The over-size tire, by increasing the volume of air imprisoned, reduces the variations in pressure caused by that air becoming heated. It also enables a reasonable combination of resilience and comfort to be obtained, and so does not encourage the use of soft tires as an expensive means of avoiding road shocks. Once fitted, the over-size tire is much more economical with reference to the mileage covered than the comparatively small tire which it replaces. Assuming tires of the proper dimensions, Mr. Whittelsey advocates a pressure of 20lb. for every inch of cross section. Thus, a 4in. tire would be inflated to 80lb. pressure, a 5in. tire to 100lb. pressure, and so on. The approximate corresponding pressures for tires measured in millimetres would be about 78lb. for a 100mm. tire, about 95lb. for a 120mm., and so on. These pressures, at any rate for the larger sizes, are abnormally high, and few motorists will be disposed to use them. Tire economy may become expensive when it endangers axles and makes motoring a misery.

Many of the tire manufacturers whose products are best known to us in this country are by no means in agreement with one another as to the right loads to which a tire ought to be submitted. Apparently, in America something more nearly approaching uniformity of opinion has been reached. To take a few of Mr. Whittelsey's figures at random as a rough guide, we find the suggested rear wheel weight on a 32in. tire to be 375lb. if the cross section is 3in. (76mm.), 650lb. if the cross section is 4in. (101.6mm.) and 750lb. if 4½in. For a larger size we may take a 36in. tire. In this case, the recommended rear wheel weight is 600lb. for a 3½in. tire (89mm.), 750lb. for a 4in., 975lb. for a 4½in. (114mm.) and 1,050lb. for a 5in. (127mm.). Front wheel tires have, of course, lighter work, since they merely carry weight and do not transmit power. Consequently, the weight allowance can be raised in their case by about 15 per cent. or even 20 per cent.

WOOD AND WIRE WHEELS.

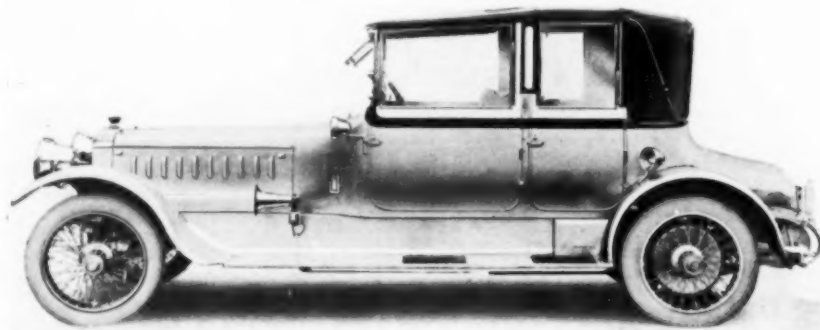
THE respective merits of wire wheels and wood wheels make a fine subject for controversy, and American engineers have endeavoured to encourage a discussion by having both sides of the case put before them one after the other. The advocate of wire wheels details a number of comparative tests, giving very full data, which certainly appear to indicate that the comparisons made were, on the whole, as fair as is possible when the experimenter is admittedly more or less prejudiced. The wood wheels used were substantially heavier than the wire wheels. Perhaps the most important tests were those in which pressure was applied sideways to one point on the rim, in imitation of the strains caused in side-slipping up against a curb. At moderate pressures, the permanent distortion of the wood wheel was much greater than that of the wire wheel, but there was not much difference between the pressures at which the wheels were finally incapacitated in the two cases. When a wood wheel more comparable

in weight with the wire wheel was used, the results given were notably inferior. Other tests were carried out by applying a lateral pressure to the hub, and others again by applying vertical pressure at either side of the hub. In each case the wire wheel came out best both as regards freedom from distortion under considerable load, and also as regards ultimate strength. On the other

hand, the advocate of the wood wheel was able to quote tests on the lines of those first mentioned, in which the wood wheel gave better results under conditions similar to those which arise when skidding against a curb. He also brought forward tests in which the wheels were placed bodily in compression, a state of affairs which does not appear to illustrate any really practical point, though it served to show that the wire wheel could be made to show up badly.

As regards wear of tires, the wire wheel advocate claimed for his protégé about 30 per cent. longer life, but the other side was able to bring forward actual results obtained by the testing laboratory of the Automobile Club of America, which during a certain series of tests, showed about a 20 per cent. advantage in tire life when wood wheels are used. This was attributed mainly to the inherent elasticity and resilience of the wooden structure, whereas the claims for the wire wheel were based on the small weight at the rim, and the large radiating surface of the spokes taking away heat from the tire. Whether it is possible to get at any real results by comparing antagonistic *ex parte* statements is more than doubtful. The fact that the wood wheel advocate resorted to a form of special pleading, and based certain of his arguments on the assumption that nobody but American manufacturers knows anything in particular about the construction of wood wheels does not necessarily mean that the case entrusted to him is a bad one.

Some interest, at any rate, attaches to a series of figures compiled in America. In Great Britain about 45 per cent. of the wheels used are stated to be of wood, about 37 per cent. of wire, and about 18 per cent. of steel. In Germany the corresponding figures are approximately 76 per cent., 9 per cent. and 15 per cent. In France the wire wheel is more prominent, but has not attained the same popularity as in Great Britain. It can claim about 17 per cent. as against about 78 per cent. of wood wheels, steel wheels only being used to the extent of about 5 per cent. In America the steel wheel does not figure at all and the wood wheel holds about 98 per cent. of the market against the wire wheel.



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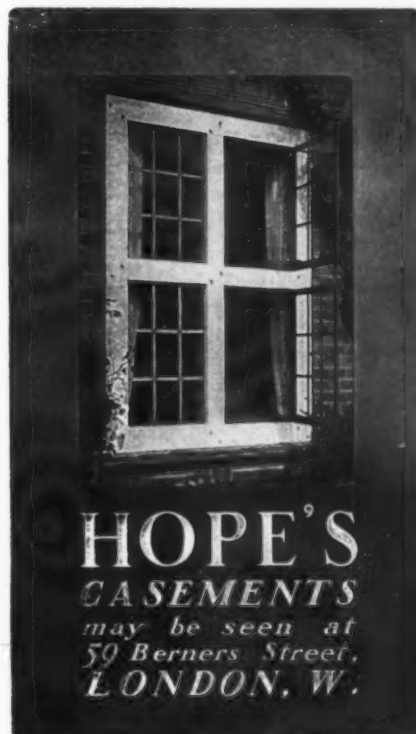
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A VISION OF THE FUTURE.

MR. H. M. LELAND, President of the American Society of Automobile Engineers, has been indulging in a dream of the future, which might, perhaps, fairly be described as a nightmare. He has visions of the horrible time when very few immense plants will supply the entire world with motor-driven vehicles for all purposes, when presumably everyone's car will be practically a duplicate of everyone else's, and there will be about as much variety and pleasure to be had out of motoring as out of railway journeys. As to whether Mr. Leland's dream is a prophecy or merely a horrible delusion, we must at least admit a tendency towards reduction in the number of manufacturing concerns, and increase in the output of each individual company. We cannot deny that enormous output tends to cheap production, and one has only to force this fact to its logical conclusion to reach the state of affairs which Mr. Leland forecasts, assuming that price is to be the determining factor in the selection of almost every car. At present there are plenty of motorists who like individuality and are prepared to pay for it. Twenty years ago many keen cyclists would have ridiculed the idea that their pastime would presently descend to its existing level. Nowadays almost everyone regards the bicycle merely as a means of getting about, and not as a source of much pleasure or any pride. Perhaps the same thing will happen to the motor-car. On the other hand, the car has awakened the latent mechanical instinct which is really to be found in a very large number of men. Once awakened, the mechanical sense shows itself by a determination to exercise its own judgment. It takes pleasure in mechanism which has individuality and life. It is not satisfied by mere dependability. If events proved the individual type of motorist to be very badly in the minority, then it would seem that cars of the future would be produced in enormous quantities from a few great factories for the bulk of the public, while there would probably still be a small section of motorists, as distinct from users of motor-cars, who would support the higher priced products of a very limited number of comparatively small concerns. The very general shortage of money and reduction of income resulting from the war tends to make easier the paths of those who would gather all the trade into a few hands. A man may have his own tastes, but the fact that he has got them does not assist the smaller manufacturer if the extent of his pocket is insufficient to enable him to gratify them.

HUNTING IN KHAKI.

HUNT CHANGES THREATENED.

THE resignations of Masters are coming in. Of course, we are accustomed to look for these at this time of year, but it had been hoped that Masters would have seen their way to holding on until the war came to an end, or, at least, until we can see the prospect of an end. It must be confessed, too, that the resignations are important. Four packs of great note are threatened with the loss of their Masters. The Cottesmore committee have received notice from Mr. Strawbridge of his intention to resign. Mr. Strawbridge is the one American sportsman who hunts a pack of hounds in England. He has had only a short reign of two seasons. But the Cottesmore will, no doubt, find another Master, even in these bad times. Lord Bathurst of the V.W.H. (Cirencester Division) is also about to resign, finding the financial burden more than he is justified in carrying. In this case the hounds have been offered to Lord Suffolk, who is with the Royal Artillery in India, and he has cabled that he will consider the matter. Of course, Lord Suffolk, owing to his long connection with the Hunt and the fact that he is a covert owner in the country, would be a most suitable candidate. His wife is a sister of the late Lady Curzon of Kedleston. The late Lord Suffolk is still remembered as a most charming writer on sport. The present Lord Bathurst and his father have had the V.W.H. since 1886, when the late lord stepped in at a critical period of the Hunt's history. The V.W.H. is one of the best countries in England to ride over, and the pack of hounds second to none.

THE CHESHIRE.

This Hunt has been fortunate, for, although the joint Masters, Mr. Court and Captain Higson, have resigned, it is understood that Colonel Hall Walker will step in to take their place. Nothing could be more fortunate. Colonel Hall Walker is best known to the readers of COUNTRY LIFE as an owner of racehorses and a breeder of bloodstock on carefully thought out principles. To the present writer he is well known as a polo player of note in the earlier days of the game, and as a fine horseman over a country and at one time between the flags. But what is most important in a Cheshire Master, he is full of loyalty to the traditions of the Hunt and of county patriotism. It is a big undertaking to hunt a country like the Cheshire six days a

week. Of one thing we may be sure—that the breeding of the hounds could not have fallen into better hands, and the Cheshire will lose none of their drive, keenness and the fine necks and shoulders which are their characteristics.

OTHER CHANGES.

Two other packs—the Puckeridge and the Ludlow—are also threatened with the loss of their Masters. The difficulties are financial and may be got over. Certainly the spirit in the Hertfordshire Hunt is a good one, for Mr. Frank Stacey, whom I have known for many years as the best of sportsmen and a breeder of hunters who farms in the Puckeridge, has sent a cheque for £100 to the Master, saying that as he is too old to serve, he thinks it is the least he can do to keep up hunting for those who have gone out. Those who know Mr. Stacey best will not be the least surprised at his liberality. This is the spirit that will keep hunting alive for many generations yet.

THE QUORN.

Not many people outside the limits of a Hunt the fame of which is world wide, but which ever transacts its own business quietly, know that the Quorn were also not unlikely to lose Captain Forester and that he has consented to hunt hounds for another season. What Captain Forester has done for the Hunt is known only to the members. But it is obvious to all that during his Mastership sport has improved. There are more foxes, less wire and, above all, the earth stopping has been better done. I can recollect a time when Quorn foxes scarcely spent ten minutes above ground when once the hounds had found them. I expect that Captain Forester will hunt hounds himself, as George Leaf leaves at the end of the present season. Leaf came to the Quorn from Lord Middleton's in succession to Tom Bisshop. I recollect Leaf as an excellent whipper-in to the Pytchley under John Isaac. He is a quick man, always with his hounds, and yet when he has room a most persevering huntsman on a beaten fox. I should not be surprised to learn that the Quorn Hunt is feeling the pinch of bad times. No Hunt has more men away, and as for the visitors who used to crowd Melton, there are but few of them this year. Those who follow the Quorn are, as a whole, a generous set of people, and probably in ordinary years a sum of between £7,000 and £8,000 is collected. There must necessarily have been a great falling off in this amount. Captain Forester is a huntsman who has learned by experience. Always keen, he is now patient and quiet with hounds. I am afraid many packs will be obliged to dispense with professional huntsmen for a time, but if past history and experience go for anything, a great revival may be expected after the war. Just now the very best supporters are away, for, as Mr. Powell said the other day at the meeting of the Radnorshire and West Hereford Hunt, practically every able-bodied hunting man is engaged in some form of service for the country.

THE BELVOIR.

On the edge of Stubton lies a small plantation. When the pack reached this a fox was afoot and quickly away. There was a scent. The fox turned sharply twice, manœuvring for an opportunity to make his point, and then, crossing the Witham, set his mask for the Blankney covert of Coddington Gorse. Without a moment's hesitation they drove their fox through this. The pack hunted on, always holding the line well, until, after fifty minutes, they were stopped, when the fox was clearly pointing for Stapleford Wood. Here and there a few of the best mounted were seen riding on terms with the pack, but for most of the field it was a struggle to hold the line at all, and some dropped out altogether. It was a good hunt, and at times the pace was fast.

THE YORK AND AINSTY.

A score or so of riders in khaki and one naval man—a son of a late Master—were among what was for these times a large gathering at Askham Richard Grange. Askham Whin held a fox. The going was deep, and there was a good deal of grief as hounds worked their way along, hunting steadily. For some distance the fox had the best of it. Then there was a holloa forward. Cumpstone touched his horn and lifted the hounds to the holloa; they settled to run again, but the fox still gained on hounds hunting beautifully with a moderate scent, and nearly reached his starting point. Just before he actually reached it he turned away. Then scent seemed to fade. Again the huntsman took hold of his pack, and, divining that Askham Whin was his fox's point, cast them into the covert once more. The hunted fox was before them, but he had now no heart to leave covert, and after half an hour gave up his brush in the whin.

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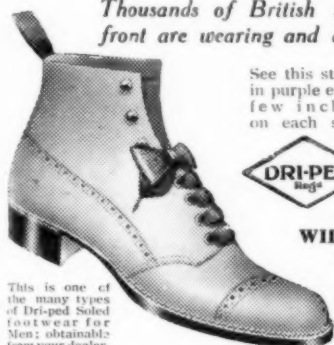
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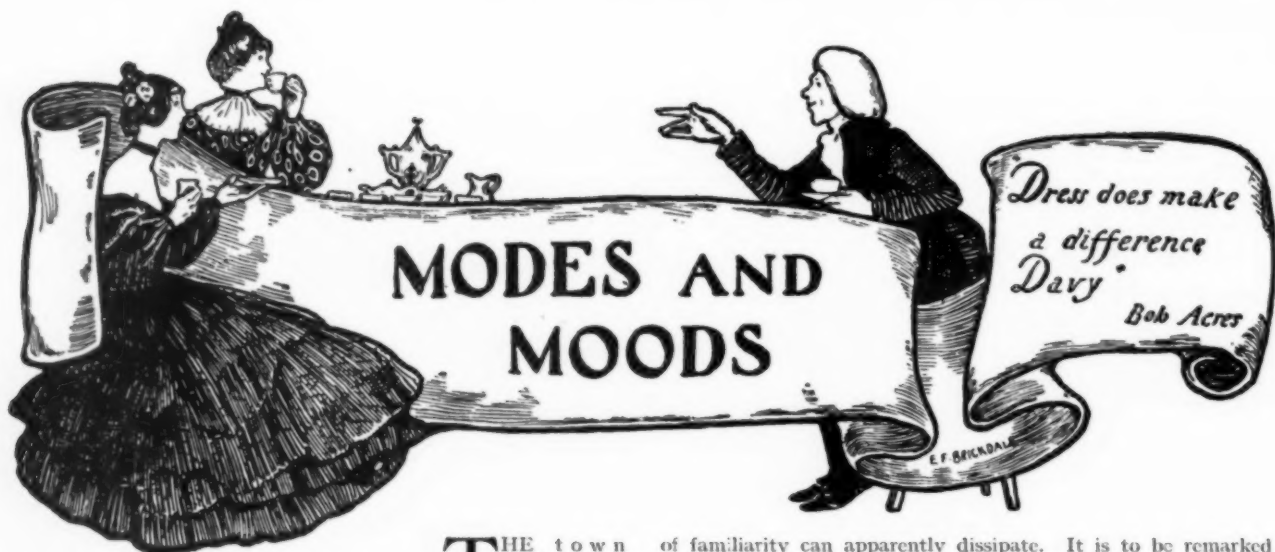
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THE town girl or woman *versus* her country sister. The discussion of this subject had been at the point of my pen for some time, and the moment, with its dearth of news concerning modes, seems particularly *à propos*. Dressing for the country in its best and most attractive form is not by any means the simple thing the tyro imagines. Anything will *not* do, by any manner of means, for the well turned out country woman. Initially she eschews the cheap and ready-made garment, realising to the full the vast—indeed, overwhelming—value of irreproachable cut, finish and fit in the essentially simple coats and skirts she elects to wear. Granted that these suits are not easily dated, and consequently justify expenditure, still, scarcely a fresh season comes but there arrives some slight difference in styles and various effective touches in the way of buttons, belts, collars and such like. And these all have an allure for the country woman. Neither does she spare expense on foot, hand or head gear.

Boots and shoes are an obsession with her—stout and well made, and invariably made to order. And of late years, with the *penchant* for brogues, coloured and fancy patterned stockings have played a part of no inconsiderable interest. Lovat coloured hosiery, to match the popular tweeds, I believe started the vogue, and from these quite daring flights have been made and received with approval.

Then, with hats the same fastidious choice obtains. It is an accepted fact among those who know that there is as much difference between the make of a superior velours, *suède* or felt *chapeau* and those turned out by the gross as there is between the ready-made country suit and one made to order. Not that these hats are necessarily made to order, but their production is carried on under such auspices as to warrant prices that frequently run into two and three pounds. It is the wisest of expenditure, however, as, in addition to style, nothing can disturb the equanimity of a good velours, for example, which ranks on an equal plane with the real Panama. And the like applies to certain soft, malleable straws, not cheap by any means, since they are hand made, but which at once stamp a wearer as being thoroughly knowledgeable in the details of country clothes.

Now just to turn for a moment to the girl who lives in town and only pays an occasional visit to the country. Naturally she does not feel justified in spending so much time, attention and money on an outfit for the latter. But she can avoid certain egregious errors. Such, for example, as wearing some smart fur stole with a knockabout country suit instead of one of those jolly silk or merino scarfs than which nothing is more becoming or suitable, twisted or flung round the throat. For ordinary country pursuits fur strikes a wrong note now that we have so many admirable substitutes. The casual country visitor, too, has a tendency to overlook the important detail of suitable veils and shirts, to say nothing of boots and gloves, which are, in their way, as all important as the coat and skirt itself. It is extraordinary how these little things jar, and the critical eye immediately marks out the wearer as having only a superficial experience of what, although frequently unwritten, is correct.

Personally I have the greatest admiration for the perfectly turned out countrywoman. Despite the intense simplicity of her attire, she has a *flair* peculiarly her own, a sense of the fitness of things that has carried her safely over the pitfalls engendered by *La Mode's* exaggerations. True, she has of late conformed to some extent to the skirt of slim appearance. But the otherwise inevitable discomfort has been cleverly dispelled by ingenious expanding pleats at either side, held in subjection by buttons, when not required. Under the coming *régime* of underskirts for all occasions subterfuges happily will not be required.

A revival of assured success is the *jupe* worn by the right-hand figure of the adjoined group, with its broad box-pleat front, a method that is repeated at the back. This suit is carried throughout in covert coating, a material that has gone up in favour by leaps and bounds of late, and whose attractions no amount

of familiarity can apparently dissipate. It is to be remarked with interest how the wide belt—now grown a trifle too ubiquitous—has been replaced by a shaped side piece, which only resolves into belt form just in front and serves to lightly hold the fronts to the figure. This coat is pronouncedly full at the hem, but the character of the covert coating is such that it falls naturally into folds and does not *godet*; whereas the model worn by the accompanying figure has a quite close-fitting back



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basque, while the fronts are left free and slightly full. Made of cashmere, with collar and cuffs of knitted silk, this is the style of coat that could be arranged in a contrasting colour to the skirt—in fact, assume the character of a sports coat. On the other hand a skirt *en suite* would be equally correct, the skirt in question having extra fulness introduced by an inverted pleat at the back and the hem finished and, one surmises, also strengthened by a broad stitched bias band of the material. The hat worn is of white felt laced with black ribbon velvet.

For the fashioning of the useful washing shirt I have to say a large word of praise for a new material known as Luvisca. In addition to being an extremely delightful fabric with a silk finish and possessing peculiar properties for dispelling dust and dirt, Luvisca is brought out in a most attractive range of coloured stripes of various widths, on a white ground. For the neat washing shirt of distinctive character it has merits that, in my opinion, exact the speediest recognition; or, if preferred, it can be made up more on elaborate blouse lines, when the effect is quite equally successful. L. M. M.

FOR TOWN & COUNTRY

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

MR. WALTER LEAF, deputy-chairman, presided at the annual ordinary general meeting of the London County and Westminster Bank, held on January 28th. Having reviewed the leading features of the first six months of the year, he said that in August they were face to face with a wholly new financial situation. The policy of the bank throughout the crisis was one of broad and liberal considerations of the requirements of their customers and the legitimate demands of commerce. They made no use of the Moratorium against their depositors, and their current accounts were throughout conducted on the regular lines, a policy which had been rewarded by the unshaken confidence of the public. Speaking of the result of the new situation on their own bank, he said the growth of their customers' balances began with the declaration of war. Instead of a run on the Friday when the banks reopened, after the four days' Bank Holiday, they observed an addition to the amount of current account balances. That grew steadily, till in November and December he had passed the aggregate of £100,000,000. The payments for the War Loan in December had slightly reduced it, and in their balance-sheet now they showed only £99,000,000. This figure must be regarded as to some extent abnormal, but he would like to point out how largely it was a result of the steady and natural growth of their business. At the time of the amalgamation of the County and Westminster Banks in 1909 their total current account and deposit balances, as shown in the balance-sheet of December 31st, 1909, amounted to £70,000,000. This grew as follows: December 31st, 1910, £76,000,000; 1911, £80,000,000; 1912, £81,000,000; 1913, £85,000,000; and in June last, £87,000,000. They might, therefore, estimate their normal balances at this time at about £90,000,000, and conclude that the abnormal growth owing to the war was not more than 10 per cent. In other words, they had added by steady and natural growth, without any amalgamation of other banks, £20,000,000 in five years. They had every reason to be proud of the position which the British banking system retained after nearly six months of this furious and world-wide war, and absolutely confident in the ability of the Empire, in commerce and finance as well as in naval and military resources, to carry it on to a successful conclusion. He moved the adoption of the report, which was seconded by Mr. C. S. Grenfell, and unanimously agreed to. The retiring directors were re-elected and the auditors re-appointed, and cordial votes of thanks to the chairman and directors and to the officers and staff of the bank were unanimously passed. Mr. F. W. Blackwell, the manager of the Lombard Street office, of The London County and Westminster Bank, Limited, will, after nearly forty-six years' service, retire on pension at the end of this month, and the directors have appointed Mr. D. N. Youle, at present assistant manager, to succeed him in the management.

FOR FRIENDS AT THE FRONT.

Readers of COUNTRY LIFE are, of course, familiar with the name of Tredegars, Limited, 53, Victoria Street, S.W., as lighting specialists, but it may be news to them that the firm are also the makers of an excellent Service pocket lamp. Their new departure (if it is a new departure) is certainly justified just now, for among requests we have seen from men at the front who have gone out not quite fully equipped, there always figures sooner or later a demand for some sort of electric light "and a supply of refills." Before the war, when such a lamp, though a great convenience, was not a necessity, the trade was largely supplied by articles of German manufacture, but now that a serious demand has arisen, more English manufacturers are turning their attention to it, in Messrs. Tredegars' case with marked success. Their Service Pocket Lamp, strong, yet light, reliable and efficient, and British made throughout, is certainly all that can be desired, and wonderful value for its moderate price. That it meets the needs of the men at the front is evident from the following quotation taken from the

letter of a sergeant in a Territorial regiment. He says: "It is impossible to estimate the value of an electric pocket lamp. The one I had from Tredegars seemed the most suitable of any. You have no idea how miserable it is to be without a ready light, to have to get into a dug-out or trench in the dark, perhaps half full of water, or grope one's way about in cowsheds or lofts or pick one's way along these fearful roads on a pitch dark night." The lamp complete with a spare battery and covered in leatherette costs 3s.; covered with real leather, 3s. 6d. Spare batteries are supplied at 9d. each and spare bulbs at 3d., while the postage abroad is 1s. extra, or at home 3d. On receipt of an order with remittance, together with the rank, name, initials, number, company or squadron and name of the regiment of the soldier to whom the lamp is to be sent, Messrs. Tredegars will immediately despatch one carefully packed.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

Lord Inchcape, presiding at the annual general meeting on January 28th, announced that, notwithstanding the financial troubles of the past five months, the bank's net earnings amounted to £680,000. This would have enabled the directors to distribute a dividend of 18 per cent., but they had considered it prudent in the present condition of affairs to set aside £200,000 for contingencies and to reduce the dividend for the year from 18 per cent. to 16 per cent. The bank held something like £14,000,000 of gilt-edged securities, and though these had been valued at or under list prices there was a possibility that the provision which had been made in previous years for depreciation might have to be augmented. The progress of the business of the bank continued to be in every respect satisfactory. Their customers had increased by nearly 50 per cent. in the last ten years, and their turnover had increased in the same proportion. The deposits in the same period had risen from £50,693,477 to £74,916,017. The deposits now stood at something over £76,000,000, being the highest figure in the history of the bank. It was early days yet to make a forecast of any value as to what the conditions of trade would be when the war was concluded, but he felt bound to express the fear that it would be a good many years before the prosperity which characterised the trade of the world generally would be restored. So far as the National Provincial Bank was concerned, he believed it was in a favourable position to meet any eventuality which might occur, and with their enormous *clientèle*, their extended ramifications and efficient staff, they ought to maintain a large earning power, though possibly the results might not be what they had been in recent years. The report was unanimously adopted.

BOOKS RECEIVED.

FICTION.

- The Service Kipling. Four Vols. (Macmillan, 2s. 6d. net each.)
A People's Man, by E. Phillips Oppenheim. (Methuen, 6s.)
Lost Sheep, by Vere Shortt. (Bodley Head, 6s.)
Through the Ages Beloved, by H. Graham Richards. (Hutchinson, 6s.)
Beyond the Shadow, by Joan Sutherland. (Mills and Boon, 6s.)
The Great White Army, by Max Pemberton. (Cassell, 6s.)
Love in a Palace, by F. E. Penny. (Chatto and Windus, 6s.)
The Carnival of Florence, by Marjorie Bowen. (Methuen, 6s.)
The Young Man Absalom, by E. Charles Vivian. (Chapman and Hall, 6s. net.)
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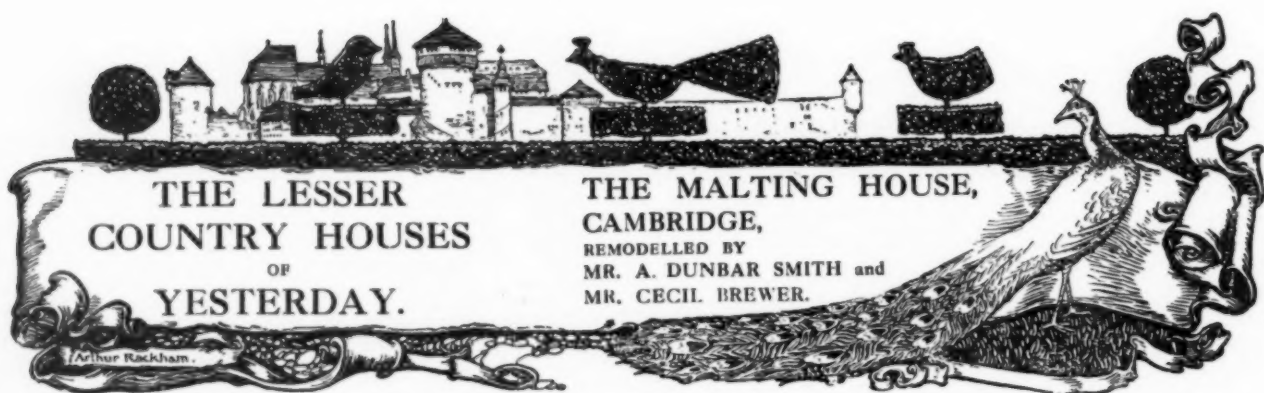


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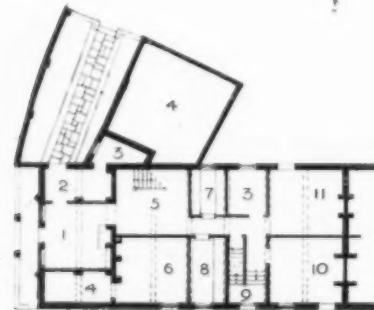
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TO its much water and many trees Cambridge owes an aspect rural rather than urban, as our larger picture of the outside of the Malting House sufficiently attests. The name of the house now illustrated was accurately descriptive until a few years ago, when Messrs. Smith and Brewer altered it from the ancient employment of the maltster to its present use as the home of the Rev. H. F. Stewart. The old fabric was changed little save for the provision of partitions within, and a new front wall made necessary by the destruction of the old one for a street widening. The malting itself, reached by a half-landing between the ground and first floors, was turned into a library, lit only by a big deck-light in the old chimney and by glass in the garden door. For the rest, the problem was to divide up an oblong shell as practically as might be, subject to the limitations caused by a row of iron columns down the middle, of which only a few could be



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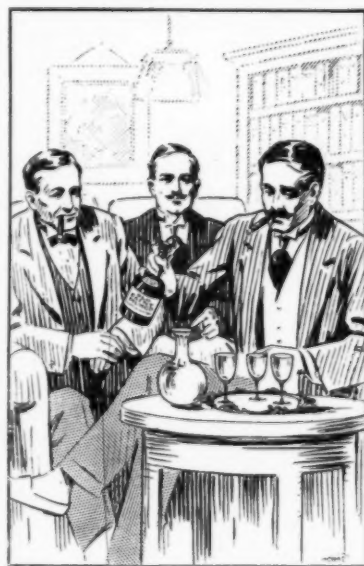


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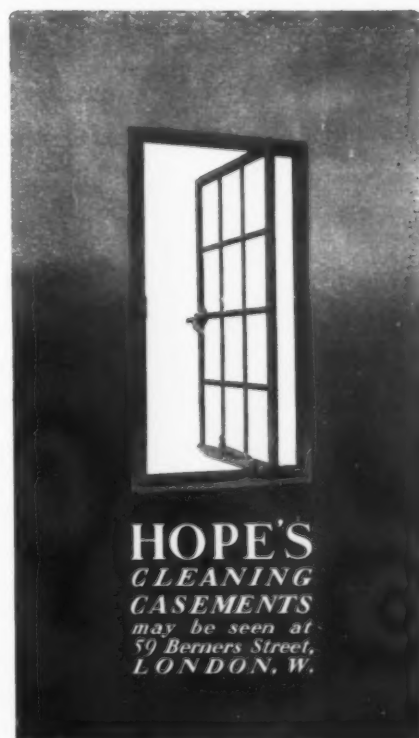
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removed. The result is an ingeniously planned house, which, except on the ground level, shows no sign of effort or undue contrivance. For many reasons, such as poor light and small head-room, the ground storey was used only as entrance hall and for stores, etc., and the main kitchen offices, as well as the chief living rooms, are on the floor above. Above are two bedroom storeys. As the site is bounded on the north by Malting Lane and there is ample garden space on the south, the problem of lighting the rooms was simplified. The exterior was effectively handled by the provision of a splayed bay, supported by columns for the height of the ground storey. The traditional shape of the malting itself, with its cone dying down into the square roof, gives an effect not unlike that of the base of a squat broach spire, but with a round and soft aspect which becomes its humbler purposes. Adjoining the house (but not shown on the plan) was a building which once served the maltster's use, but has now been turned into a big play-room, fitted with a stage, and has taken on a new lease of usefulness as the headquarters of a girls' club.



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MALTING HOUSE: THE STREET FRONT.

"C.L."

L. W.

AGRICULTURAL NOTES

EFFECT OF WAR ON DOMINION AGRICULTURE.

A CORRESPONDENT from Eastern Canada writes to say that the effect of war on Canadian agriculture is good. Before it occurred farmers were only getting from fifty-five to sixty cents a bushel for their wheat, and were not in a very happy or prosperous condition. The price realised was hardly sufficient to pay the expenses of cultivation, and, as is well known, a great deal of the new land is very heavily burdened, as the colonists have been obliged to mortgage. The Canadian banks, which at one time made advances very freely on real property, now refuse to do so, and the farmer has been thrown into the hands of the money-lender. But the prices now being realised will enable him to shake off this incubus and in many ways, direct and indirect, they will help to free the country from many of the shackles that have been round it. Another point is that Canada will be able to extend its wheat area in the spring much more cheaply and easily than any of the older countries. There is a great deal of land which needs only to be scratched—that is, cultivated in the most elementary manner—and the wheat thrown on to it, to yield very good crops. We have no doubt that the effect of the war will be to cause a rapid and important extension of the area under wheat. In this way it will add to the property of the Dominion. The difficulty will be that of finding sufficient labour. With Canadians the war is very popular, and enlistment has been free and satisfactory. But this means the removal from the country of a considerable amount of effective labour. Not only so, but the sources from which labour recruits have been drawn are greatly narrowed. It will be impossible for Great Britain to send any perceptible number of emigrants to Canada for a long time to come. The ranks of rural labour in this country are so perilously depleted that there will be difficulty in finding hands enough to perform the ordinary agricultural work; while intensive cultivation, particularly the growing of vegetables, will demand the services of all who can possibly be engaged. Nevertheless, these difficulties are certain to be surmounted. Canadian energy has so far shown itself equal to everything expected from it. It has set a shining example in regard to loyalty and the defence of the Empire, and we may be sure that means will be found to carry on the tilling of the soil. In the case of the Dominion, it is obvious that Germany has blundered and miscalculated more than usual. In place of the dissatisfaction to which she looked forward the war has cemented the bonds of

Empire and deepened the feeling of comradeship between the Mother Country and those of her daughter beyond the seas.

PIGS IN ENGLAND.

Outsiders who know very little about the matter often talk wildly about the English farmer not knowing his business, since he allows other people to supply the market with pigs. It would improve the understanding of some of these critics if they possessed pigs to-day and tried what they could do with them. They would find themselves in this position: The cost of keeping the pig and buying sharps and other food is more than double what it was before the war began. No adequate substitute has yet been devised for barley meal as food for fattening pigs; yet when the pigs are brought to market very moderate prices are realised. A delusion that the young pig-keeper has to get rid of is that there is any correspondence between the number of English pigs and the cost of bacon. A homely metaphor was employed in a market the other day to illustrate the state of things: As the contents of a handbasin are to the water of a sea, so is the supply of English pigs to that of the world. They simply count for nothing, and, therefore, the price of bacon ascends and descends without any relation to what the pig is making on the market. The advice of those who say that the farmer should, under present circumstances, get rid of his sheep and keep pigs is stupid in the extreme. Pig keeping is as risky a process as the English farmer is ever tempted to indulge in, and, at the present moment, it is almost certain that if he followed the advice so confidently offered him he would soon find himself in a very difficult position.

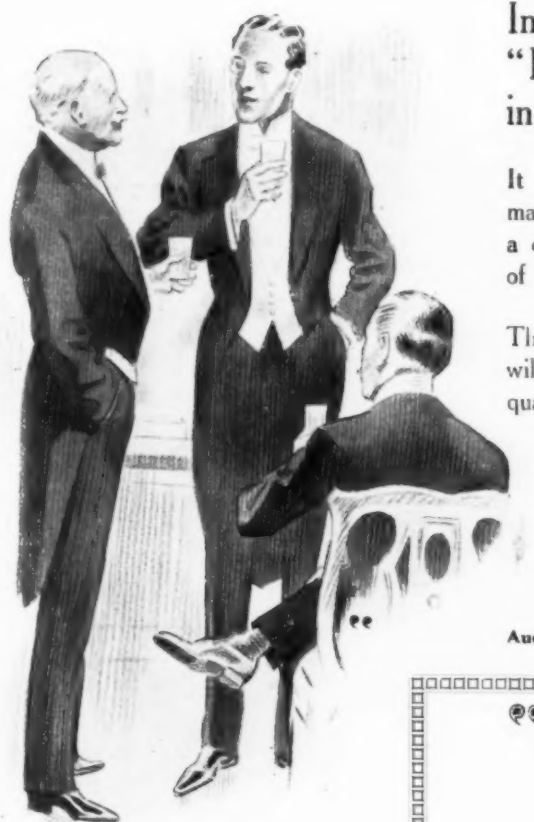
POTATOES FOR AFFECTED AREAS.

A leaflet has been sent out by the Board of Agriculture and Fisheries giving a number of potatoes that can be planted on premises and areas declared infected for the purpose of the Wart Disease of Potatoes Order. Before planting any potatoes in such a place a licence from the Board has to be obtained, and any contravention of the Order is penalised by a fine not exceeding ten pounds. The licence can be obtained on application to the Board by anyone who undertakes to obtain from an approved dealer one or more of the varieties of potato of which a list is given. They are potatoes which have been found to resist wart disease under ordinary circumstances. The varieties recommended are: Milecross Early (Dickson), Conquest (Findlay), King George V (Butler), Favourite (Dobbie), Supreme (Sutton), Great Scot (McAlister), Schoolmaster, Jeanie Deans (Findlay), Abundance (Sutton), Crofter (Dobbie), Culdees Castle, Burnhouse Beauty (Dobbie), Provost (Dobbie), The Admiral (Dobbie), Irish Queen, St. Malo Kidney, Laird (Davie), Flourball (Sutton), The Lochar (Farish), Golden Wonder (Brown), Peacemaker (Scarlett), Langworthy (Niven) and What's Wanted (Niven).

CORRESPONDENCE.

BEETROOT FOR PIGS.

SIR,—As far as I remember, the price of barley meal a little more than sixty years ago was considered by pig feeders as alarming, and detrimental to all who fed pigs for bacon and market purposes. My father was an enthusiastic breeder and feeder of pigs, and they swarmed in his sties and yards from January to December, little pigs just farrowed to pigs ready for the pig sticker. The meal question was acute for a long time, and after cogitations and trials, he came to the conclusion that red beet was a capital substitute for barley meal. What he had grown himself he supplemented by some loads bought from his neighbours. Then began a series of experiments with the beet—roasted, boiled and stewed, all of which he reduced to a semi-liquid state and served up warm, mixed with meal. In his opinion it was a complete success; but, if anything, the roast beet was the best. All the pigs, little and big, sows and hogs, revelled in the mash or stew, and the whole business was a success; indeed, he believed the beet was better than the meal for growing and fattening pigs. The other pigs' feed was used, but the saving was in barley meal.—SENEX.



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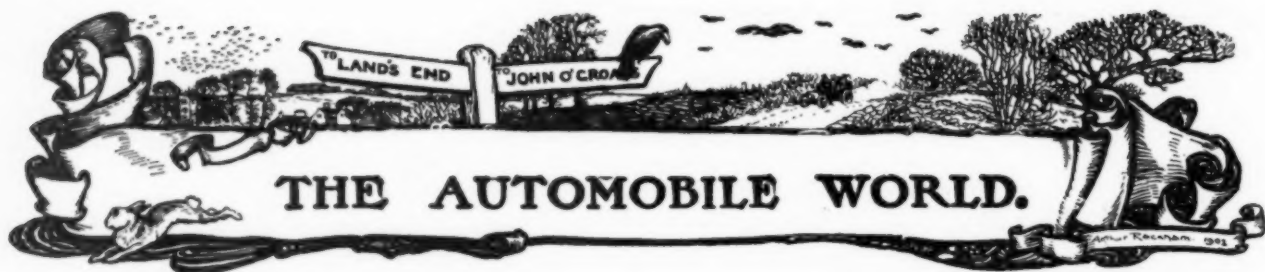
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USES OF ACETYLENE AT THE FRONT.

IN a recent note we mentioned that in certain circumstances the use of acetylene lighting for military vehicles was handicapped by the possibility of the water supply freezing. This, of course, would not occur while the system was at work, since the heat caused in generation would effectually prevent it. It is, however, a possibility at other times, assuming sufficiently low day temperatures, or that the vehicles are obliged to be parked at night in the open without their lamps being in use. There are, of course, systems which are not open to any such objection. One way out of the difficulty is to use a dissolved acetylene outfit. In this case acetylene gas is purified and absorbed under pressure into steel cylinders filled with a porous charcoal mass and a known volume of acetone. The solvent property of the latter makes it possible to store in such cylinders an amount of gas corresponding to ten times the volume of the cylinder without involving anything beyond atmospheric pressure. By storing at a pressure of ten atmospheres, or about 150lb., the cylinders are made to hold one hundred times their own volume of gas. This system does not involve the use of water, so no freezing up is possible under any conditions. The only conceivable difficulty is connected with the supply of refills. The Acetylene Illuminating Company, who have fitted up a number of officers' cars with dissolved acetylene outfits, have made arrangements for refills to be obtainable at Paris, Havre and elsewhere. A very popular form of acetylene lighting for military lorries and cars is the Allen-Liversidge method, involving what is described as a "disc feed." Inside the generator is a container, which is partly filled with carbide and is then immersed in water, means being provided for allowing the water to reach the acetylene through a narrow passage between discs. The action is automatic, the feed being regulated exactly to requirements by the internal gas pressure. This applies, however, when many burners are in use, no hand regulation being necessary. The manufacturers have at the moment no fewer than 10,000 generators on order for military use, about half being destined, we understand, for employment on motor lorries. The lighting of vehicles does not constitute the only service rendered by acetylene. Lamps burning this gas are extensively used in tents and trenches. It is employed for searchlights, and it assists the army surgeon by giving the best possible illumination while serious operations are in progress. Perhaps the most striking use of all is its employment in kitchen motor vans particularly intended for supplying food for the wounded. A number of such vans are fitted with acetylene cooking ranges, the gas being supplied from a comparatively small portable apparatus fixed on the footboard. Never before, we believe, has it been found possible to bring portable acetylene generators

to such perfection as to make them practicable for use with atmospheric burners, such as are used in cooking stoves and ranges.

SOME MORE FIELD KITCHENS.

In our note on the uses of acetylene at the front we mention the possibilities of its employment in the equipment of motor

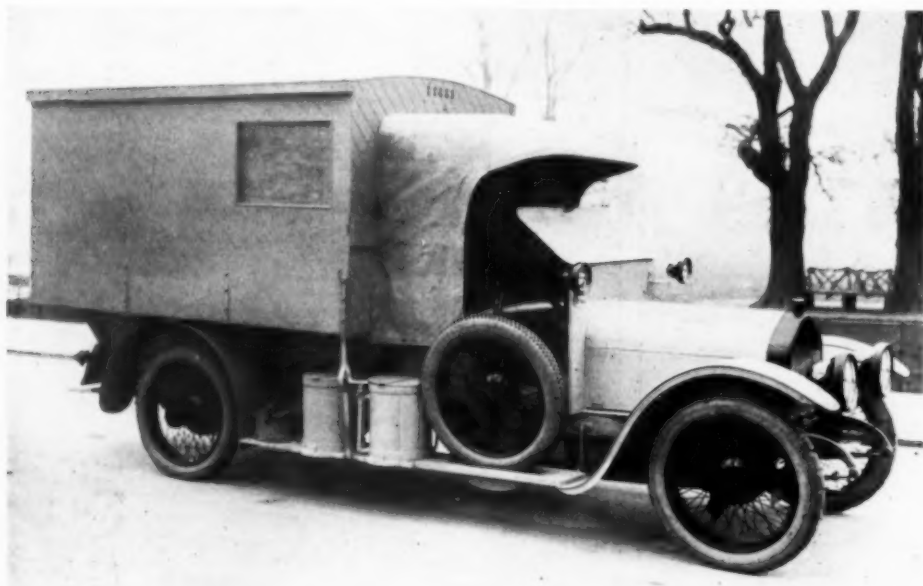


INTERIOR OF THE WOLSELEY KITCHEN.

The equipment is capable of supplying meals for eight officers. Acetylene is used in the cooking plant, which comprises the necessary apparatus for roasting and frying.

kitchens. The Wolseley Company have specialised on what is described as an officers' field kitchen. The body is mounted upon a 16—20 h.p. Wolseley chassis of ambulance type; that is to say, of long wheelbase and embodying the latest improvements resulting from the considerable experience that has been

obtained during the use of large numbers of Wolseley cars at the front. The kitchen bodies are equipped in a rather more ambitious manner than most of those to which we have previously referred. They do not limit themselves to the provision of facilities for preparing soups and stews, but comprise also the necessary apparatus for roasting and frying. The cooking plant consists of a range about 28in. high and 20in. square at the top, and an oven about 15in. square. For heating purposes, six burners in all are used. These are fed from a 7lb. carbide acetylene generator of the A.-L. type, fitted outside the car to eliminate danger and to prevent any fumes from reaching the food. The equipment comprises first a cylinder which holds water and the carbide container which is in use. Next comes a second cylinder of equal size, which is simply a container for spare carbide. Finally, is a duplicate A.-L. apparatus ready filled with carbide to enable the generator to be quickly changed,



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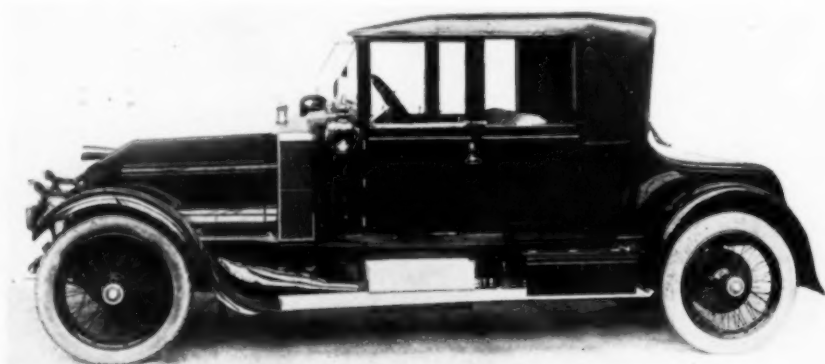
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if the supply requires renewal while the burners are in use. The equipment gives a remarkable flow of gas for its size, and is quite adequate to keep the six burners all going simultaneously. The cooking outfit as a whole is capable of preparing a meal for about eight people at a cost of 1s. for carbide. The car body is plain and roomy. It is built of wood, with a canvas top and large glass windows, while interior lighting after dark is provided by an electric lamp of high candle-power. Plentiful and well arranged cupboard and shelf accommodation is contained in the interior, where there are also a meat safe and receptacles for various cooking materials. These, where possible, are supplied in aluminium, and the standard outfit includes a vegetable steamer, an urn, a coffee pot, a milk warmer, saucepans, frying pans and a large kettle. In addition, there is a good supply of plates, tins and mugs. The whole equipment is much lighter than would be expected, and certainly does not overweight the chassis. Reverting for an instant to motor soup kitchens aiming at quantity rather than quality in the production of meals, some very substantial machines have recently been fitted up on two-ton Whiting chassis. We believe that the Engineer of the Royal Automobile Club was responsible for suggesting the general arrangement. In these kitchens the heat is obtained from a couple of substantial Primus stoves, and it is said that 500 meals can be supplied in the course of a twelve-hour day. We understand that quite a number of lady motorists are anxious to take out field kitchens of one type or another to the front, but up to the present permission for them to undertake this work has not been by any means freely granted.

THE PASSING OF THE HORSE.

The recently published report of the London Traffic Branch of the Board of Trade contains some very interesting facts indicating the steady supersession of the horse by the motor. Of passenger vehicles in London, only 4 per cent. are now horse-drawn as compared with 11 per cent. in 1912. Of trade vehicles, about 85 per cent. are still horse drawn as against 94 per cent. in 1911, which shows an increase of about 150 per cent. in the number of industrial motors during a three-year interval. The elimination of the horse in some trades must necessarily be a slow matter, since at docks and elsewhere long delays occur, and loading or unloading is a slow job. Under such circumstances the motor represents a comparatively big capital expenditure standing idle. The conditions which most favour the change to motor transport are those which allow of considerable daily mileages being covered at a fair average speed. The three-ton motor lorry is quite capable of doing sixty or seventy miles every day, and its use cannot be truly economical if, owing to delays, it is only able to average, perhaps, fifteen or

for horsed vehicles are practically double. The horsed carriage or cab is reckoned at 2; fast one-horsed van, 3; fast two-horsed van, 4; horsed omnibus, 5; slow one-horsed van, 7; slow two-horsed van, 10. The last named class is considered to be the only road user more obstructive than the electric tram, which is assessed at 9, with the admission that, in really congested areas, like Croydon or Brentford, this figure is not nearly high enough. Roughly speaking, we see from these figures



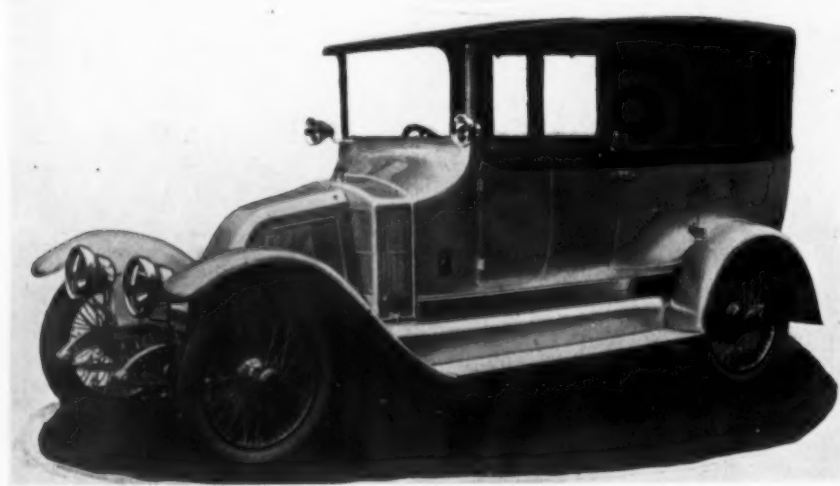
A SMART SIDDELEY-DEASY.

The chassis is of the six-cylinder type, and the body is described as a coupé cabriolet.

that, when motor vehicles are used to carry a given number of passengers and a given quantity of goods, the occupation of the roads is almost halved. In other words, the motor represents an enormous economy to the public, since the cost of widening roads in city areas is huge, and if motors are employed existing roads can carry twice as much traffic before widening becomes necessary.

THE GROWTH OF LONDON.

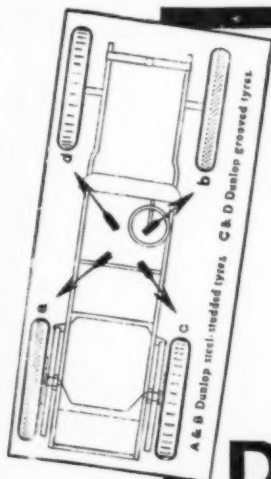
The London Traffic Branch is, unfortunately, nothing more than an advisory body. It can get out schemes for road improvement, but it cannot enforce them. Every year it conscientiously draws attention to the lack of adequate exits from London and to the growing traffic which will make such exits more and more necessary as time goes on. Every year new districts are built over, and land which could have been obtained for road making at a moderate price goes up to a higher figure. This year's report quotes from the *Observer* of September 18th, 1914: "The magnitude of the metropolis of London cannot be fairly estimated without taking into consideration the extraordinary population of the villages in its vicinage. These are the branches of the trunk, and both are taken into account when we state the bulk of a tree. Persons who are only acquainted with country villages will startle when they hear of a village containing 18,262 inhabitants, which Chelsea does. Kensington contains 10,886; Hammersmith, 7,393; Fulham, 5,903; Wandsworth, 5,644; Richmond, 5,219. These villages are most of them of the size of large towns." The populations of these same "villages," estimated in 1911, show the following figures: Chelsea, 66,404; Kensington, 172,402; Hammersmith, 121,603; Fulham, 153,325; Wandsworth, 311,402; Richmond, 53,223. Perhaps these figures may give some idea of the growth of the traffic problem, not only in London, but in and around other considerable cities, the dimensions of which to-day are, perhaps, comparable with those of London 100 years ago. A delay of even a year in taking over the ground, which will certainly be necessary before long for road construction, must represent an enormous loss of money. When once a district is built over, road widening may become advisable owing to increase in traffic, but otherwise there is no great saving to be effected by hastening it forward. If money is available, it is evident that the right places in which to spend it are the districts which at present are fairly clear, but on which the hand of the builder is already set or is bound to descend in a few years' time. In the planning of Greater London, and, indeed, of all our large cities, there has been a lamentable lack of imagination and forethought. Year by year the problem of traffic accommodation becomes more and more acute. Commissions and Committees report, but save for the efforts of the Road Board, little or nothing is done of a practical nature.



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Built by the Cunard Motor and Carriage Company on a Schneider chassis.

twenty miles. The Traffic Branch has made a great effort to assess the obstruction caused by vehicles of various types, and the results which they have obtained show clearly how the general use of motors decreases road congestion. Taking the obstruction caused by the private motor-car as a unit, the official reckonings of the obstruction of other vehicles are: Motor-cab and fast light motor van, 1; fast heavy motor, 3; motor-bus, 4; slow heavy motor, 5. The corresponding figures



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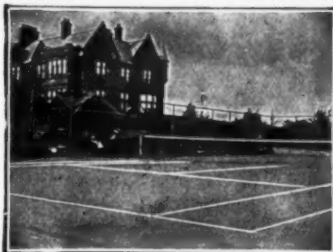
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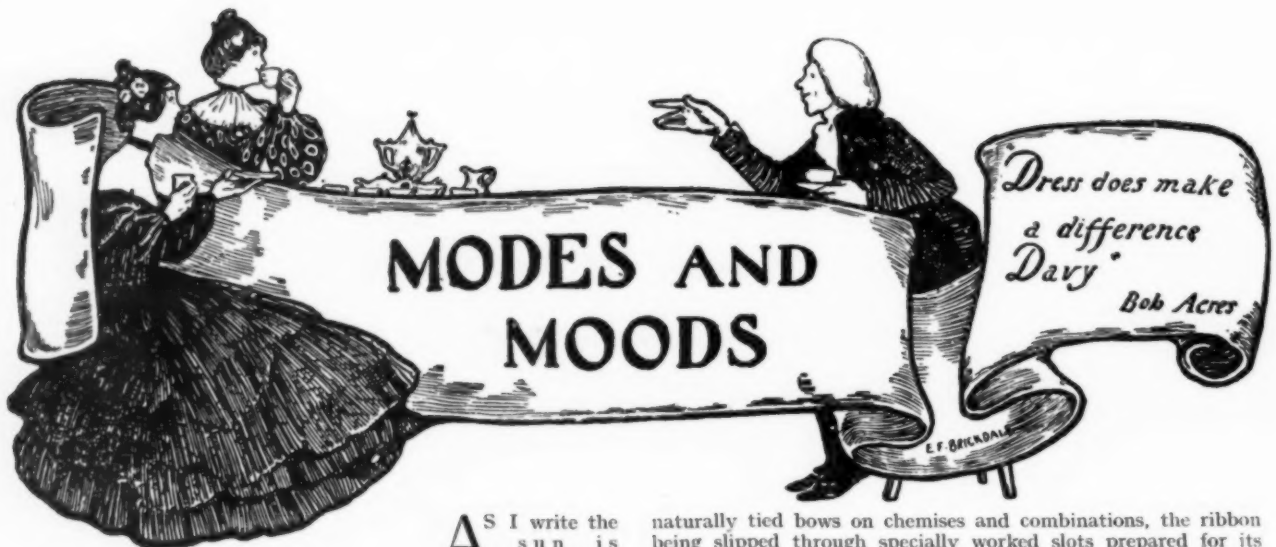
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AS I write the sun is streaming into the room, bringing in its train a welcoming note of spring—although, I pause to reflect, it is probably only a temporary alleviation of the wet and dreariness, for "February fill dyke," usually holds good, unless the amount of rain we have already endured will, for once, give the lie to the old saw. And if this indeed be so, our first prayer of thankfulness will be for those brave men fighting in Flanders, where, of late, the war has been chiefly waged against mud—mud of the deepest, direst character, capable of swamping up men alike with horses. No one, unless they have learnt it at first hand, can have a scintillation of a notion of the real heroism endured on this count alone. And our soldiers—the right and best sort, anyway—do not talk when they come home, provided they are hale and hearty. They infinitely prefer to laugh and enjoy themselves, a fact we stay-at-homes cannot too quickly recognise. And oh! the pity of it, the same conditions cannot prevail in Paris. Which reminds me to return to my allotted rôle in life—the chronicling of fashions.

For fresh modes we have to look largely to home inspirations. Paris, in any case, is never ready to reveal her modistic secrets before the end of February, and one fears that this season the many disadvantages that stand in her way, such as the acquiring of suitable materials, will necessarily damp her customary ardour. One thing is certain, however—short, full skirts will carry all before them, and that the *moyen-âge*, or jumper style of upper part, will, indeed, have successfully established itself. With these convictions ever uppermost in mind, I have infinite pleasure in being able to illustrate a particularly happy expression of the simple house gown arranged on such approved lines. The model in question is especially destined for a fine navy serge, the edges of the upper part bound with a black silk military braid, while the deep ceinture motif in front and sleeve ornamentations are carried out in shades of Japanese blue, picked out with black, with here and there just a suspicion of Indian red embroideries on a deep biscuit cloth groundwork, which is, however, almost completely covered. For the laced effect, occurring at the one side only, black silk cords and tassels are used, while the large *beale* buttons are covered with the serge. I am quite prepared to predict a *succès fou* for this type of gown, which I have all along maintained would find a ready appreciation once it was seen materialised. Nothing of a fact could be more reasonable or elegant, and, until the cold days are really past, delightful for wearing beneath fur coats. It represents a complete breaking away from shirts and blouses and the familiar three-piece suit.

As the season creeps on, the spiky feeling in millinery grows more and more accentuated. On a round, snug little toque of velvet there are to be seen two wings poised on the crown and stretched out to their extreme length fore and aft. But this style of headgear is mild and manageable in comparison with a great sweeping brim sailor shape that is worn at a sharp angle, like a Gainsborough, and sprouts at the extreme edge of the tilted brim a couple of long, attenuated feathers. Needless to say, the wearer has no sort of control of these feathers, which waft gaily and unconcernedly into space. Long, loose, hanging veils are preparing to make another big bid for favour. An enchanting little black velvet toque had a black lace veil attached by two gigantic hatpins that formed a sort of horn effect in front. And, in this veil connection, it is or was the intention to bring in coloured fancies—dark brown, corbeau blue, green and purple. But the probabilities are the development will be held in abeyance for a while.

To touch upon the intimate matter of lingerie, a subject I am rather conscious of neglecting in these columns, the sales have once again provided me with a text of what not to wear if it can possibly be avoided. Ribbon-run garments, by the way, are practically taboo now with the women who are conscientiously correct throughout their attire. When ribbon is used at all, it takes the form of shoulder straps to camisoles or

naturally tied bows on chemises and combinations, the ribbon being slipped through specially worked slots prepared for its reception. Nor are hands and eyes any longer uplifted before nightdresses of *ninon*, *crêpe de Chine*, crystalline and soft washing silks. So far as warmth is concerned, the latter has quite as much to commend it as nun's-veiling, though this, of course, is less costly, and of a fact deserves the best consideration during the cold months.

L. M. M.



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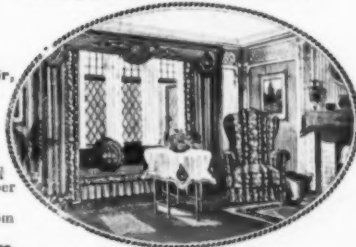
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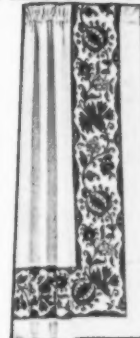
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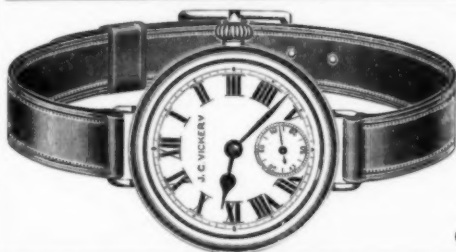
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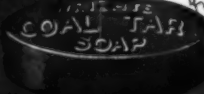
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You must have got aw-
fully dirty fighting all
those naughty germans
so I am sending you some
of my Wright's Coal
Tar Soap. It will
make you nice and
clean same
as me.



Dear Babs
We have just reached
first wash since we left
but wasn't it worth wait-
ing for. That Wright's Coal Tar Soap
made me feel quite fresh again
It was fine
your affec Daddy



SHOOTING NOTES.

SOME OLD SPORTING RIFLES.

FEW of those who handle a modern gun or rifle stop to consider from what strange forms it has been evolved, how many human hopes and fears now almost forgotten have gone to its making. Before considering in detail certain weapons which date back to the middle of the eighteenth and the early years of the nineteenth centuries, a few general remarks may be advisable. The matchlock as a sporting weapon was of but little value, and the crossbow held its own until the invention of the wheel-lock in 1513. This latter always remained uncertain in action, "though it ranked among the most practical weapons of the chase for 150 years." A few years after the invention of the wheel-lock, the snap haunce made its appearance in Spain, though this earliest form of flintlock was not common until the end of the sixteenth century. It was not until close on the dawn of the eighteenth century that the flintlock began to supersede the matchlock in the British Army. In the seventeenth century "the sporting weapons used in England were made by Continental craftsmen," to quote from a most instructive essay on "The Evolution of Guns and Rifles," by the Hon. T. F. Fremantle. He goes on to point out that this was probably due to legislative restrictions, and it was not until towards the close of the eighteenth century "that English gunmakers at last began to lead, instead of following, those of other nations." Though impossible in the short space of one article to attempt to deal with so wide and varied a subject in detail, the particulars of some weapons which existed about this period are interesting. Not only do they show the difficulties with which the sportsman had to contend, but the ingenuity of the gun and rifle makers of those days and the extraordinary development which has taken place in the manufacture of firearms of every kind during the past century.

The first photograph represents a very curious type of flintlock sporting rifle which was patented about the year 1760 or thereabouts. It is a twelve-grooved breech-loader by Warsop. The charge is inserted through a round hole underneath the barrel, situated at the fore end of the breech chamber. This implies that the powder charge was first placed in the chamber, followed by the ball. In many old weapons the reverse process was adopted, the ball being prevented from falling out of the muzzle by the shoulders of the chamber. This hole is closed by a screw plug, which can be removed by turning the trigger guard.

A marked improvement on this type is shown in the next photograph, which represents a seven-grooved flint-lock sporting rifle by D. Egg of London. The breech action is on the well known Ferguson principle. The breech opening is on the top of the barrel at the rear end of the breech chamber. It is closed by a quick threaded screw plug. One horizontal turn of a trigger-guard lever lowers this plug so far as to allow the insertion of the charge. The reverse motion raises the plug and recloses the breech. This rifle was the invention of Captain Patrick Ferguson and was patented in 1776. A number of military rifles were made on the same principle and were issued by him to the Loyalist levies under his command during the American War of Independence. Possibly more might have been heard

of it but for the death of the inventor, who fell at the battle of King's Mountain in 1781. The rifle illustrated is a silver-mounted presentation specimen. On the stock it carries a silver plate with the following inscription: "The Gift of Bryan Scotney, Esq., to Major-General Hector Munro." The latter was an Anglo-Indian officer of some note in his day. He won the battle of Buxar in 1763, and did good service under Eyre Coote in 1781.

The third photograph is of a weapon which is interesting from an historical point of view as well as from that of the expert. It represents a beautifully finished silver-mounted flintlock breech-loading sporting rifle by D. Egg of London. Its historical interest lies in the fact that it was the property of the First Gentleman of Europe when Prince of Wales. His crest and motto are inlaid in silver on the butt. There are nine grooves; the fore end of the muzzle is encircled by a silver band supporting a fore-sight of the same metal. The barrel is moved forward by one turn of a hinged lever. This action screws it so far from off the ten-threaded fore end of the rigid breech chamber, as to allow the insertion of the charge through a round hole in the barrel.

Photograph No. 4 shows a very quaint and interesting rifle invented by J. Mould and patented in 1825. It was designed for either percussion or flint locks. Its peculiarity consists in the fact that it carries four charges in its eight-grooved single barrel, placed one before the other. There is a separate nipple for each charge, and a single sliding hammer which can be moved from nipple to nipple, being held in position for each discharge by a spring catch. It is hardly necessary to add that the charge nearest the muzzle had to be fired first, when, if the operator was lucky, he continued with the other three in succession. Extraordinary as this system now appears, a rifle on somewhat the same principle, though only holding two charges, was temporarily adopted to some extent by the American Government, circa 1860.

Another peculiar weapon, though a photograph does not appear, was produced by Samuel Nock. This consisted of a percussion lock rifle with seven eleven-grooved barrels for simultaneous discharge by one lock, hammer and nipple. The six barrels are in a cluster round the seventh.

The fifth photograph shows a curious type of percussion lock which was patented by H. Wilkinson in 1839. In the photograph it is applied to a two-grooved sporting rifle. The hammer and nipple are below the barrel, and the hammer and mainspring in one. One end of the mainspring is screwed to the stock, the other end forms the hammer, and is pulled round and engaged in the

notch of a plate attached to the trigger. On pulling the trigger the spring is released and, striking upwards, explodes the cap.

The weapons illustrated form part of the collection of Mr. H. H. Harrod, who not only gave me free access to it but supplied me with the information on which this article is based. My best thanks are due to him. His collection mainly consists of military breech-loading rifles, of which he has a very complete series. In addition to these the collection also contains some very interesting sporting guns, with which I hope to deal in a future article.

FRANK WALLACE.



No. 1.—Warsop's flintlock breech-loading sporting rifle.



No. 2.—Sporting rifle, patented by P. Ferguson, 1776. The charge is inserted through the top of the barrel.



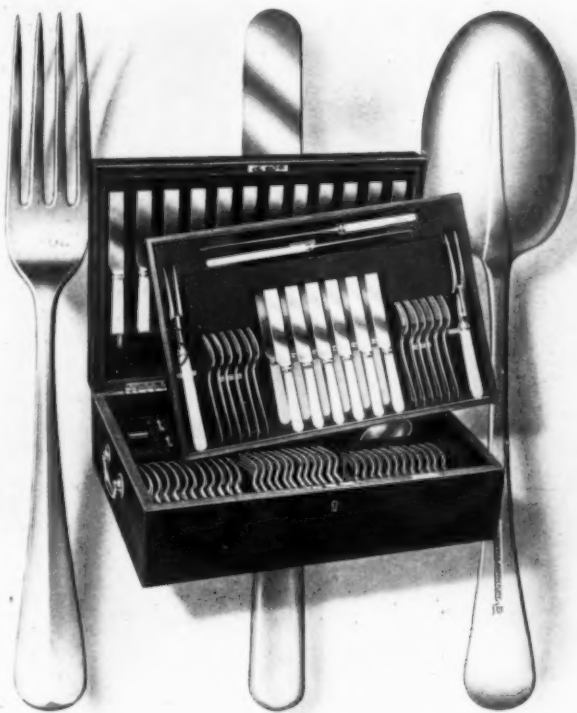
No. 3.—Silver mounted flintlock sporting rifle by D. Egg, once the property of George IV when Prince of Wales.



No. 4.—Single barrelled muzzle loader with four nipples and sliding hammer. J. Mould, 1825.



No. 5.—Muzzle loader with hammer and nipples below the barrel, by H. Wilkinson, 1839.



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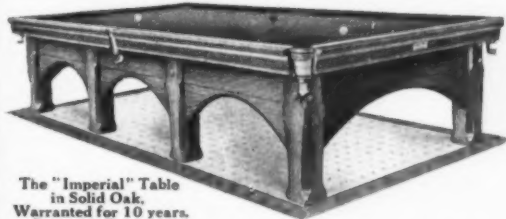
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THE DOG SHOW REVIVAL.

ALTHOUGH Cnft's great dog show at the Royal Agricultural Hall last week was some five hundred entries behind the previous best, ten years ago it would have been looked upon in the nature of an "event," and, as a matter of fact, the average per class was in no way backward, several breeds from which no guarantees were forthcoming having disappeared altogether from the programme. Among these were St. Bernards and Dandies. The sporting division on the whole was well supported. Amid the medley of highly bred animals, put down in immaculate condition, and appealing to the eye merely through external characteristics, the presence of hero dogs served to remind us that, for countless centuries before exhibitions of this kind were imagined, Man's Best Friend had earned that title by his fidelity and usefulness. This Canine Heroes League was a happy thought of Spratt's. Lassie, the cross-bred collie belonging to Mrs. Atkins of Lyme Regis, of course held quite a levee, for it was she who restored one of the formidable survivors to animation after hope had been abandoned by his rescuers. The Malinois, or Malines sheepdog, a refugee from his native land, is of a race much favoured for use in the Belgian Army and in the police force. To look at Wubbles, the small spaniel owned by Dr. Conder of Bognor, one would think it impossible for him to bring a drowning man out of the sea, but he did it, after diving for the unconscious body. Most of the others had distinguished themselves by giving warning of outbreaks of fire.



LEDBURN BINNACLE.

Bloodhounds were little below the usual numbers, though those of Mr. Wilfrid Unwin, who has just received a commission in the Royal Field Artillery, were absentees. Mr. T. Haggerston, a comparatively new comer, enjoyed the first sweets of a championship win with Colonel of Brighton, a big hound with a lot of loose skin. Next to him was Mrs. Fraser-Newall's Ledburn Barrister; and third, Mrs. Edmunds' Champion Ledburn Beau Brummel, as hard and fit as I have ever seen him. Mrs. Edmunds made sure of the bitch championship with Champion Ledburn Binnacle, a beautiful hound, sister to Beau and Barrister. This was a particularly stiff class, Mrs. Fraser-Newall's Endeavour, full of quality, coming second, and Mr. A. S. Williams' Belle of Miskin third. Belle, who was illustrated in *COUNTRY LIFE* a week or two ago, will extend most when she has furnished. In every way she is most pleasing, her squareness and depth of flew especially being unusual in her sex. The Great Dane ring scarcely presented its wonted animation. In open dogs that grand old fawn, Champion Conn of Cleveleys, found himself at the bottom of the prize list, first being Mr. W. H. Boyes' harlequin, Bosco de Grace, now entitled to a handle to his name; and second, Mr. H. Bradbury's Figaro's Revival. Mr. Kirwan's Pearl of Rossall, a clean headed, shapely bitch, was the chief of her sex. The daily papers seem to have missed a point over mastiffs, inasmuch as the owner of Champion Brompton Duke, the winning dog, is Mr. Horatio Bottomley. Prospector, second, bred by his exhibitor, Miss A. S. Pope, is well made and typical. As I have recently commended Miss Goodall's



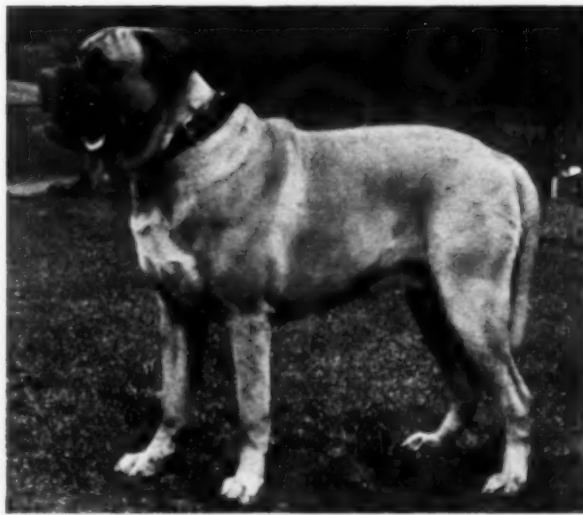
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CHAS. PEARSON

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black Newfoundlands, Champion Gipsy Baron and Gipsy Peeress, nothing need be said of them here beyond recording that they had no peers, and that on the second day the dog was awarded the non-sporting International Challenge Bowl, open to a number of breeds. All the firsts in borzois went to Mrs. Vlasto, the challenge winners being Rainbow and Grand Duchess of Addlestone. Major Shewell sent the two best Irish wolfhounds, Champion Lindley Hector getting his head in front of Champion Felixstowe Gelert—a rare brace. Miss Doxford took premier honours in deerhounds with The Laird of Ruritania and Champion Irma of Ruritania. The dog has great size, well placed shoulders and a typical head. Lady Malden's Champion Roebuck Laddie, second, is one that I have always liked. Miss Beadon's white and black greyhound, Champion St. Blaise, looking a perfect picture, carried all before him, and on Thursday won the hound challenge bowl. This lady brought out two storming youngsters, of which Brampton Ladas is absurdly like St. Blaise in appearance. The black bitch, Brampton Dominoes, only needs to get out of her hoydenish days to be right in the front rank. Primley Pinafore took the bitch challenge certificate for Mr. H. Whitley.

THE GUNDOGS.

Shooting dogs mustered in considerable force, particularly retrievers and spaniels. Mr. H. Reginald Cooke once more led the champion flat-coated dog to victory in Pike, whose head is pleasing, and who is built on clean lines with ample bone. Mr. J. Johnson's bitch winner, Ruddy, is sound all through. Colonel the Hon. W. le Poer Trench had a more than useful team of the yellow Russian variety, of which the pick were St. Hubert's Prince and St. Hubert's Vesta. Golden came up well, Miss Crawshaw winning in both open classes with Gosmore Flax, bred by Mr. Lewis Harcourt, M.P., and the puppy, Gosmore Vesta, also Culham blood each way. No Labrador was found to lower the colours of Mr. T. W. Twyford's Champion Type of Whitmore and Mr. T. Parmley's Champion Manor House Belle—a brace that should be studied by all aspirants. Mr. L. Allen Shuter made a successful appearance, his Horton Max coming second in dogs—a nice short backed one, beautifully straight. Captain and Mrs. Quinton Dick had a level team, of which Smut o' the Woods was second open bitches. Of the few pointers, Mr. E. C. Norrish's Templar, champion dog, has a good neck and well balanced body. The challenge bitch, Mr. D. Davies' Ferndale Frolic, is full of type. Mr. T. Stedman won in each open class with his English setters, Mallwyd Bob and Kell View Nell. More red ones faced the judge, Auburn Star, a racily built puppy entered by Dr. Fuller, being the leading dog. Mrs. Ingle Bepler's well known Ypsilanti was the best of the bitches.

Cockers were thoroughly representative, the winning black being Mr. R. de Courcy Peele's Rocklyn Magic, who did so well at Taunton in the summer. Close up was Mrs. Ralph Fytche's Fulmer Peat, a dog of sterling merit. Mr. Harrington's Trumington Daisy, the bitch winner, is of unusual excellence, and again Mrs. Fytche was *proxime accessit* with Thornton Lady, a short-backed one put down in splendid condition. This lady's Fulmer Over was the chief among the coloured dogs—a little beauty—and her black and white puppy, Fulmer Don, well deserved his four firsts in the junior classes. Mr. Spencer's Doony Blue Belle led in bitches. The principal Clumbers were old friends—the redoubtable Champion Hempsted Tobysen (Mr. J. Wraith's) and Mr. W. Rose's Flash Faultless.



CH. Dangler.

Minster Daisy, whose face and skull formation are all we could wish. She has heavy bone and wide front.

THE TERRIERS.

These made the backbone of the show in point of numbers, most of the varieties being strongly represented. I thought the Airedales were particularly level all through, the winning dog, Messrs. Parkington Brothers' Cyprus Cadet, being very stylish, with a lovely head. Cherry Tree Queen, Mr. J. Grimshaw's champion bitch, is another of rare quality. This is a breed worth watching by anyone about to start as they seem to be very evenly distributed. Dangler, Mr. Redmond's sound little one, was the challenge winner in smooth fox-terrier dogs, the runner-up being Dr. Colmer's Yeovil Star—both out frequently. Mr. J. Peacock's D'Orsay's Damsel headed the bitches. She has a splendid body and front, but could do with a trifle more length of head. The Duchess of Newcastle repeated her Birmingham victory in wires, taking both challenge certificates with Chequebook and Cocatina of Notts. The dog has had his vicissitudes, but in the opinion of many he has not always met with his deserts. Cocatina is a stylish little lady who won the terrier challenge bowl on Thursday. Sir Lindsay Lindsay-Hogg judged the Sealyhams on accepted lines, his first dog being Mrs. Lesmoir Gordon's Hadley Tango, who has won consistently since the resumption of shows. Mr. T. Hamilton Adams's Ivo Cossack, too, the limit leader, is enjoying a run of successes. The champion bitch, Mr. W. Baker's and Mrs. Bell's Chawston Betty, must have been hard pressed by Miss Annand's typical little Farncombe Caper. Mr. H. Wilson's Irish terrier, Wrose Badger (formerly known as Flynn Monarch), is of a beautiful colour, coat of good texture, rare head and well knit body. He was the judge's selection. Maureen Montbal (Mr. Montague Ballard's) was the pick of the bitches, although there is not much between her and Mr. McAleese's Mallaboy Biddy. It was pleasing to meet a new face in Scottish terriers, Mr. Jopson's puppy, Fairhaven Fusilier, running through all the classes. It would be difficult to criticise him adversely. Miss D. Forster's challenge certificate bitch, Light o' the Morning, is familiar to most.

This is but a cursory survey of the principal features of a show of such dimensions that space does not permit of a notice of all the breeds.

A. CROXTON SMITH.



SULTAN.

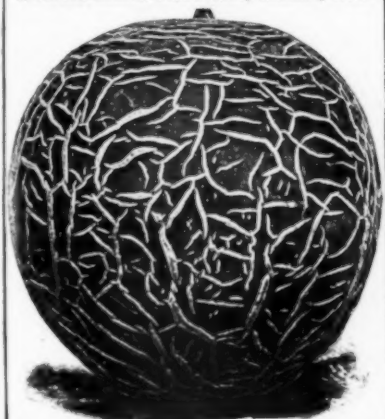


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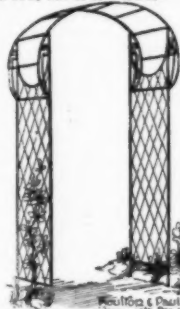
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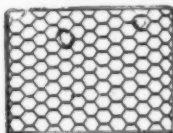
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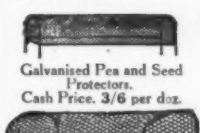
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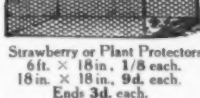
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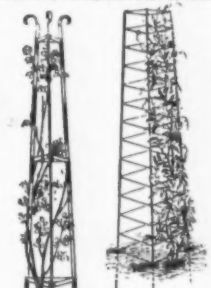
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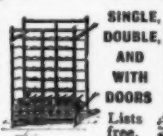
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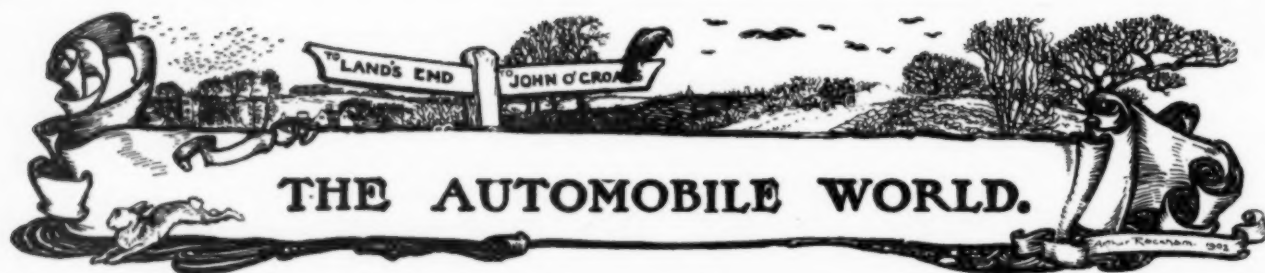


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BRITISH-BUILT MAGNETOS.

ABOUT twelve months before war broke out, the unsatisfactory position of British motor manufacturers as regards the essential magneto was very clearly pointed out in the motor press, the intention at that time being particularly to warn those concerned of the danger of a shortage in the event of any serious labour troubles in certain very limited districts in Germany. This warning, unfortunately, did not produce results, at any rate with sufficient rapidity to render the British industry fully independent of German supplies at the time when those supplies ceased to be renewable. Naturally enough, considerable attention has during the past seven months been devoted to the possibility of producing British-built magneto machines. Certain firms of very high standing in the electrical world have taken the matter up, and others who had previously confined themselves to supplying replacements and to repairing machines of foreign origin have now turned their attention to the complete manufacturing process. A few days ago a paper was read before the Institution of Automobile Engineers on the subject of magneto ignition by Mr. J. F. Henderson, whose experience in this matter was obtained in his capacity of a director of the Albion Company, who, like the Lanchester, were many years ago among the few who preferred to construct their own magnetos. The paper resulted in a discussion of considerable scientific value; but to the private motorist perhaps the most important point brought up was the debate on the ability of British steel manufacturers to produce the right quality of steel for the permanent magnets. It has been frequently said of late that here lies the principal difficulty in the way of those firms who would gain a hold of this trade. Mr. Henderson stated that his firm had in the past had difficulties in getting suitable magnets made in this country. Mr. Young remarked that for the past ten years this particular industry has been entirely in German hands, although the classical work on the subject of magnetic steels is that compiled by the famous French scientist, Madame Curée.

Sir Robert Hadfield subsequently pointed out that very valuable experimental work had been done in England, and that some of the best contributions to the subject had been written by Englishmen. He hinted that had these same contributions owned a German origin, scientists here would have taken more notice of them. He expressed very strongly his belief that

there was no need to go further than Sheffield for the best magnetic steel obtainable anywhere. It appears that the Institution of Electrical Engineers have a committee in being to consider the subject of magnetic steels, and that samples containing tungsten in various quantities from half per cent. to 11 per cent. have been submitted to this committee. What Sir Robert Hadfield had to say on the extraordinary effects of the slightest variation in the treatment of steels went to show how elusive a full solution of this particular problem may well be; but it is at least satisfactory to have the opinion of so great an authority that British manufacturers need not fear failure in the production of magnetos from any lack of the right material for their magnetos.

In the course of his paper Mr. Henderson touched briefly on the possibility of the magneto being superseded by the use for ignition purposes of the battery forming part of the car lighting system. He did not express much confidence in any such development, and dismissed the matter in a few words. It would certainly seem that this possibility is worthy of more than brief attention in passing. The troubles in connection with charging, which were really the bugbear of the old accumulator ignition, do not figure under present conditions, since if the dynamo is adequate for its work the battery is always kept fairly fully charged. The other weak point was, perhaps, the trembler, but the main object of using a trembler at all was connected with the possibility of starting on the switch, and if an electric engine starter is fitted this drawback again disappears. British manufacturers have already at their disposal good experience in the design of car-lighting dynamos, and it would, perhaps, be easier for them to challenge a virtual monopoly by bringing about a complete revolution in method than by endeavouring to excel foreign competitors in a branch in which the latter have the advantage of many years of practical experience and careful research.

FRENCH CARS AND DRIVERS.

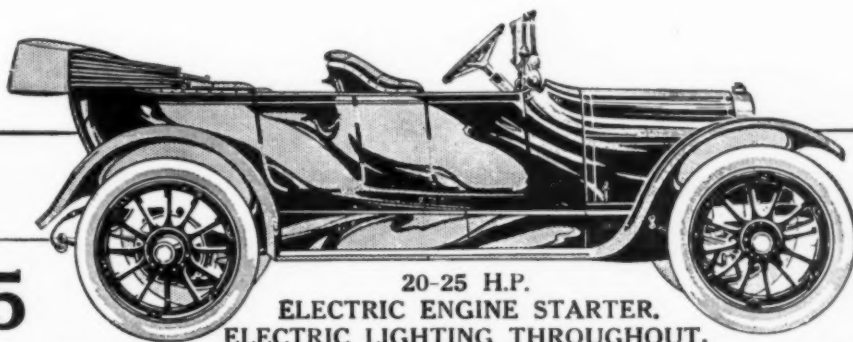
AS we have already mentioned in these columns, France at the beginning of the war requisitioned almost every available motor vehicle. A little later on she collected together everything on four wheels that was left, and later still she gathered up the remnants of things that had originally



Miss M. Trevan.

THE ADMIRALTY ARCH FROM THE MALL.

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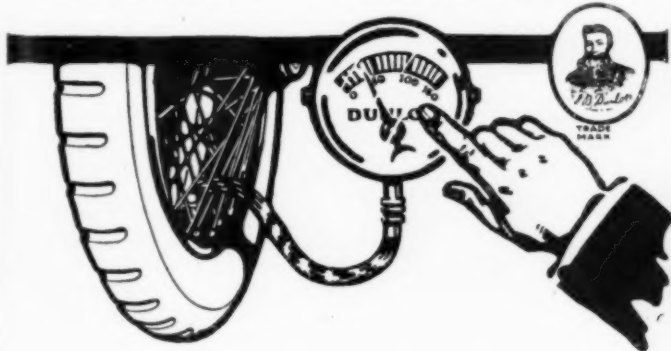
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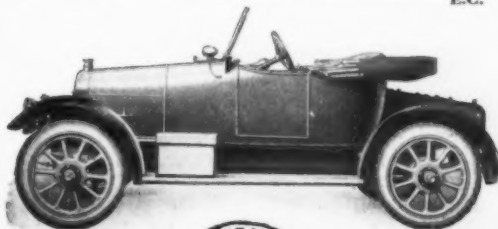
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run on four wheels and might conceivably be made to do so again. All this indicates an exactly opposite state of affairs to that existing here. We are in the fortunate position of being able to replace mixed fleets of doubtful quality by fresh fleets of proved merit and embodying only a limited number of types. The French industry, so far as the heavier types of motors are concerned, is not adequate to meet the needs of the Government. Hence the big orders that have recently been placed and executed both in this country and in America. The accompanying photograph shows a group of requisitioned cars standing outside the Invalides in Paris. To the writer it recalls memories of a brief but interesting journey from the neighbourhood of the Grands Boulevards to the Invalides railway station *en route* for Versailles, where the annual military motor trials were in progress. The start was to be made in the early morning, and much of the interest of the event was connected with watching the efforts of the drivers to get their cars going in the early hours of a chilly September day on a half-and-half mixture of benzole and alcohol. Consequently, the writer left his hotel at approximately five o'clock, and took what he imagined to be a very early taxi. The event proved that it was a very late one. The trip included the demolition of three or four of the snake-like hoses which are used for watering the streets of Paris and those who promenade therein, and also an excursion on to the pavement on both sides of the roadway while crossing the very broad bridge to the Invalides. The Paris taxi driver when engaged in civilian employment is certainly rather an exciting person to be associated with. He has, however, wonderful skill in emergency. He may get on to the pavement, but he always manages to avoid the parapet. In ordinary traffic driving he has a blissful disregard for police control, and a marvellous ability for getting out of difficulties which ought never to have arisen, by doing exactly the right thing at the wrong moment. In military service he is probably a very useful person, being quite accustomed to falling into deep holes in roads, and generally to any eccentric performances with which the ordinary motor driver does not trouble to familiarise himself.

PETROL AND PETROL CANS.

The average motorist has little idea of the trouble taken by the leading firm of spirit importers to secure that their customers should be supplied with petrol of absolute purity and given full measure in the familiar two-gallon cans. A great deal of light is thrown on this subject by a booklet which we have received from the Shell Company, whose motor spirit is known and appreciated by every motorist in the country. It would appear that so far as ingenious mechanical appliances are concerned the system of filling adopted is such as to make it impossible for less than two gallons to be put originally into any particular can, whatever may happen after it has left the company's depots. Again, the most minute precautions are taken when the cans are returned for refilling to ensure that rusty cans are discarded and that leaky or defective ones are properly repaired before being put into use again. Condemned cans are broken up by a steam hammer, and we are not surprised to learn, having regard to the hard treatment to which they are subjected by many drivers, that between 300,000 and 400,000 have to be destroyed every year in this manner. Cans which are passed as sound are sent to the cleansing factory, where they are passed through a bath and the accumulated paint is removed by a special treatment. They are then tested under pressure for leakage, and, if passed, are painted, and finally passed through a machine which thoroughly washes the interior with spirit so as to ensure perfect cleanliness. The actual filling is done at the depot of the Shell Company, at Fulham, which is supplied by barge from the great storage depot at Thames Haven, where the tank steamers unload their inflammable cargoes remote from the busy centres of the Thames estuary.

AGRICULTURAL NOTES

THE PROBLEM OF THE FARMER.

THERE is not the slightest doubt but that merchants have now got the general public down on its stomach as regards prices, and while sitting on its back continue the pressure. The public in its desperation feels that it must cuss somebody and naturally turns to the farmer. What good is the farmer if he does not relieve the situation and provide food for the nation? Furthermore, why are the farmers so unpatriotic as to raise their prices in consonance with foreign ones? The farmer when wanted has been found wanting. When times were bad, the most that was heard of the farmer was his grumbles. Now, when prices are high and it is thought that the farmer is getting something, he is being grumbled at. It is certainly a change about. But the farmer has his problems. He has learnt his lesson, though no electrician, to pursue the line of least resistance. The farmer is astute enough to see ahead of him this year scarce and dear labour. Therefore he is like a wise seaman, giving that rock which would smash him as wide a berth as possible. The farmers know that cultivation means labour; in fact, there can be no cultivation without it. There has been very little opportunity to clean any of the land this winter. February is more than half gone and hardly any manure is

carted from the bartons for the roots. This must go out later. Therefore I am inclined to think that many acres will be muddled in rather than cropped this spring. The farmer will keep his root average down because he knows that he will not have the labourer's hoe as a cleaning implement. The grassland farmer has his problems, and with him the most important




REQUISITIONED FOR THE WAR.

A mixed assortment of French cars parked near the Invalides in Paris.

problem is that of the cow—who is going to milk her? Therefore, with the present high values prevailing for beef, many a meaty cow is finding her way to the butcher instead of being kept for the dairy. Now, if the cows are killed, what about the calves? There is a disposition on the part of farmers to rear more of these, and anything suitable for rearing is now commanding very high prices. Still, here again the butcher offers tempting prices. Of course, the success or otherwise of the pig depends very much on the cow as well as the sow. The price of bacon pigs has kept very level indeed this winter, and would have been remunerative had it not been for the abnormal rise in feeding stuffs. As it is, the country pig killers are engaged in sticking mere rashers of wind, so intent are some pig keepers to get rid of them. The slaughter of these 30lb. to 50lb. pigs must bring the inevitable sequel. E. W.

A FALL IN AGRICULTURAL PRICES.

During the current week prices have shown a distinct tendency to oscillate as though they had already, in some cases at least, reached their maximum. On Monday the market for foreign wheat was weak at Mark Lane, and samples were offered at from 1s. 8d. to 2s. less per bushel as compared with Friday. At St. Ives Corn Market prices for wheat dropped 2s. on the week. The change has not been decided enough to modify the cost of flour, except at one or two places. It declined a trifle at Swansea, but, on the other hand, a rise in the price of the 4lb. loaf is chronicled from two or three parts of the country. Butter has gone down in price slightly during the last three weeks, but milk continues to show a tendency to rise.



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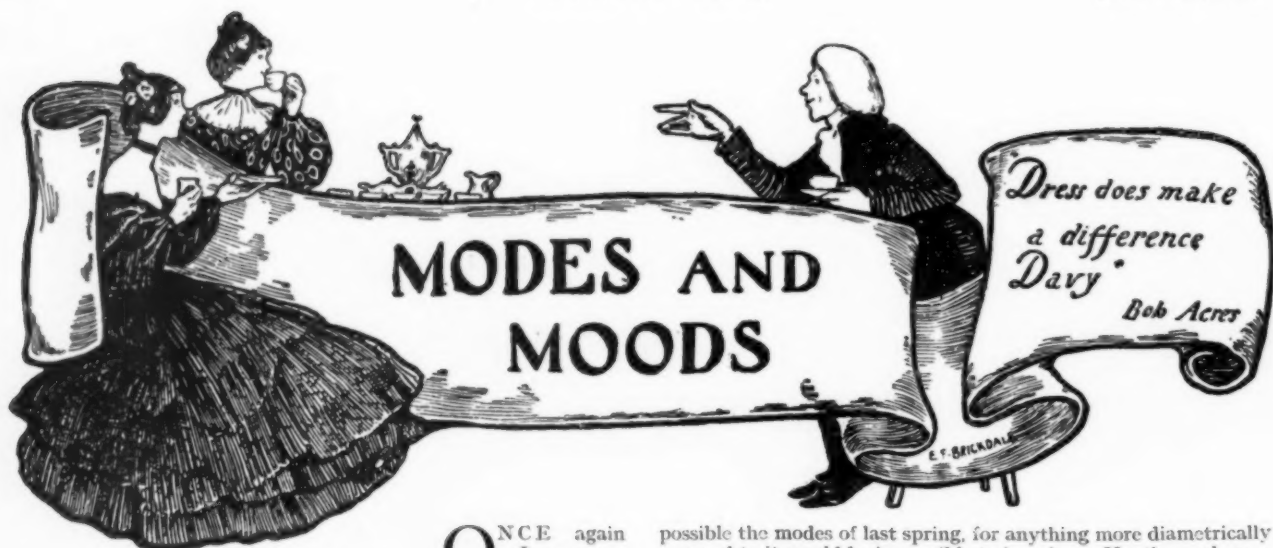
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ONCE again I am emboldened to return to the charge—having a small personal axe to grind—of those well meaning, but frequently wrong thinking, women who protest against the discussion of fashionable clothes at such a critical time as the present. Naturally, there are many who have no heart for dress, having suffered serious personal loss from the war. But from close observation I am inclined to think that these are not the virulent protesters, but rather those who, while busying themselves over funds and charities, are, by uplifting hands of horror at the mention of spending any money on clothes, positively helping to aggravate one of the causes they are so concerned in alleviating. There is probably no more serious sufferer by the exigencies of this war than the very large community of seamstresses. I mean the skirt and bodice hands and embroiderers; in fact, all the actual working power of the large *couturière* establishments, both here and in Paris. And only those who like myself are privileged to get behind the scenes have any adequate idea how magnificently not only the presiding heads of these establishments have behaved, but the heads of the various departments. Working out, in fact, the fine old adage that charity begins at home, they have laboured unceasingly to keep work going for those dependent upon them. How much better this than charity giving, or wasting time over hastily evolved schemes for succouring those who, if a little more commonsense and logic had been exercised, would never have required to be helped either with money or in any other way.

I have laughed, oh! how I have laughed—perhaps a safer procedure, on the whole than speaking condemnatory words—over some of the absurd suggestions brought forward. Seamstresses of delicate, practised skill do not want to be taught cooking, any more than actresses crave to be taught fine darning. All they ask, together with many others, is to be allowed to weather these hard times at their own chosen pursuits. Like us all, they are prepared to make sacrifices, but they cannot for the life of them understand—and I have talked with many—why they should be shifted from congenial work to that which is the reverse. That the art of dressmaking is full of subtle nuances is so frequently overlooked; the mind must work with the fingers, for that evasive quality known as “touch” comes from within and cannot be taught. Now, as I said last week, we have hints of spring; suitable clothes will have to be acquired, and while we are about the procedure we may as well accept the decrees set forth by those in high quarters. The fact is patent, and no amount of sanctimonious shutting the eyes to it will be of the slightest use that the first thing to do is to cultivate a perfectly open mind; to forget as completely as

possible the modes of last spring, for anything more diametrically opposed to it would be impossible to imagine. Youth, as always, nowadays is taken as the text upon which to build, and certain qualms assail me respecting the extreme shortness of the new full skirts. Six inches or thereabouts off the ground is the verdict given out in Paris, and although there will be a comfort long unknown in such curtailment, it is impossible at present to vision elegance in a Junoesque woman so attired. However, from experience I have learned not to take *au pied de lettre* the initial expression of a fresh vogue.

Although we may be, and I sincerely hope the majority are, alert to receive the new fashions destined for us, we are in no mood for eccentricities.

Under the fresh auspices the coat and skirt is going to take up a sensational lease of renewed life, due in some large measure to the infinite variety prevailing in coats. There are boleros and zouave fronts with coat tail backs hip length sacques and fanciful styles after the manner of the model given which is shown with one of the latest circular skirts. In navy or black suiting, or one of the new dark green nuances, or the equally novel Joffre blue—a greyish blue tint—this costume would present a suitable spring appearance, with flat military braid introduced on both skirt and coat, and a little waistcoat of some effective contrast—delicate biscuit or buff, or ivory faille silk, this waistcoat, let it be noted, finishing with the same semi-high collar as the coat. And equally I would have it noted how the sleeves are slightly belled. These small details all carry significance, and will, if carefully

observed, do more than anything towards keeping the general expression of gowns and costumes to that covetable simplicity which is always desirable, and particularly so just now. As will be surmised, the short full skirt exacts, too, the closest attention to hosiery and footgear. An attempt is being made to bring in high soft kid boots that wrinkle above the ankle. But with the leather and boot trades absorbed in the production of foot-wear for soldiers, the less said about this innovation the better. For a short while longer at least we shall have to take what we can get with foot-wear alike with materials. L. M. M.



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ARCHITECT. Licet. R.I.B.A., disengaged owing to war and not eligible for the Army would be glad of some suitable employment; good testimonials. —E. KEECH, Spillmans Grove, Hayes, Kent.

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THE LATE LORD LONDONDERRY.

BY OUR RACING CORRESPONDENT.

THE news that the Marquess of Londonderry had passed from among us was received with expressions of regret, universal and unmistakably sincere. It could not, indeed, have been otherwise, for, although Lord Londonderry could be—and was when necessary—the very personification of dignity, in every-day life he was kindly, unaffected, and gifted with a singular charm of manner, and his transparent honesty of purpose and unswerving loyalty to whatever he believed to be right earned him the respect of friend and foe—if foe he had—alike. Honours and great positions were thrust upon him, but they added nothing to the nobleness of the man himself, and by his death England is the poorer for one whom she could ill afford to lose. Much of his time was devoted to the service of the public and to those dependent on him; but, as befitting one of his race, Lord Londonderry was always actively interested in outdoor life and sport. Hazelhatch, Cambusmore (winner of the Lord-Lieutenant's Plate when Lord Londonderry was Viceroy of Ireland), Verdigris, Pistol, Inferno, Nenemoosha, Serfdom, Cyrenian, Gilbert Orme, St. Florentin, Cyclops Too, Holiday House, Protestant Boy, Pitmaston and Percival Keene were all at one time or another successful bearers of Lord Londonderry's "lilac, yellow sleeves, black cap"; but the best colt bred at Wynyard in recent times was Corcyra, by Polymelus out of Pearmain, winner of the Middle Park Plate in 1913 and all but winner—he only lost the race by a short head—of the Two Thousand Guineas last year.

TRENTON.

BY OUR HUNTING CORRESPONDENT.

There must be very few people who recollect the late Lord Londonderry as Master of the Hurworth (1872-75). This historic pack was made immortal in hunting history by Nimrod's vivid sketches of Matty Wilkinson and his brothers. The late Lord Londonderry (then Lord Castlereagh) hunted the Hurworth with a pack which owed a good deal to the Zetland (then Mr. Cradocks') and Mr. Mark Rolles' kennels. He used to drive to the meet in a tandem of black ponies of what we should now call the polo pony type. In those days, as Lord Castlereagh and afterwards when Viceroy of Ireland, he was a very hard man to hounds, and it is recorded that Lord Londonderry and his brother, Lord Herbert Vane Tempest, took eighteen falls between them in one week with the Meath and other packs round Dublin. Lady Londonderry was, perhaps, the best judge of a hound in the family. She was fond of hunting, watched hounds closely and seldom forgot a hound. Lady Aline Vane Tempest (now Lady Allendale) was a beautiful horsewoman with fine hands. It was about this time that one night a horseman, riding home from hunting with Mr. Cradocks (the Zetland), heard on a clear moonlight evening the cry of hounds ringing in the frosty air. The pack flashed into sight, swiftly streamed past him and disappeared. Not a soul was with them; nor was it until the next morning that all the pack were recovered. The hounds had fairly beaten the horses among the stells (deep, narrow ravines cut by watercourses and difficult to manage), and he saw hounds no more.

X.

FROM THE EDITOR'S BOOKSHELF.

The Great Age, by J. C. Snaith. (Hutchinson.)

MR. SNAITH is a brave man, or, as it would probably be expressed in his latest book, "Ods blood, sirrah, he is a very froward fellow." He has written a novel in which the central figure, if not precisely the hero, is Master William Shakespeare, while Ben Jonson and Burbage, Raleigh, Pembroke and Queen Elizabeth herself also appear. It must be confessed that the best and most exciting part of the book is that in which these historical characters play no part. The escape of Gervase Heriot, who is wrongfully condemned to be beheaded, with Ann Feversham from a castle in Nottinghamshire, their flight down a secret passage, their wanderings through the countryside junketing and flute playing with gipsies, Gervase's fight with that notable bruiser, Gideon Partlet—all these things are capital fun. But "tashery," if that term may be respectfully used, is not easy to maintain at a high standard, and when the young fugitives reach Oxford and fall in with Shakespeare and the Lord Chamberlain's company of players, our interest and admiration begin sadly to wane. There is still plenty of incident. Ann, though entirely new to the stage, plays Rosalind before the Queen at the first presentation of "As You Like It," and has a success only second in its miraculous nature, to that achieved by Smike as the Apothecary in the company of Mr. Vincent Crummles. Shakespeare lays an elaborate plan to have Gervase pardoned by the Queen, and very nearly gets his own head cut off for his pains. There is a midnight attack on a lonely house and a fight with swords, and plots and counterplots, but all these things are of little avail, because Shakespeare does not carry conviction. Mr. Snaith has failed in what must be called his audacious undertaking. There is no shame in having failed, for greater men might have done that, but wiser ones, we are inclined to think, would not have undertaken such a task.

In Other Days, by Mrs. Alfred Sidgwick. (Methuen.)

MRS. SIDGWICK'S peaceful chronicles concern a world in which the struggle towards which all our thoughts are now turned has no place; and

they are just, under such circumstances, the sort of books we want to read. They distract our minds from grim realities, and remind us of the days when life was gay and irresponsible and the sky serene and cloudless. In *Other Days* is the story of an artist colony in Cornwall. Rosalind and her mother, the daughter and wife of an artist, are introduced to us in the pompous, conventional surroundings of a rich, hopelessly unimaginative, not to say vulgar, couple, who, full of self-righteous condescension, have "rescued" them from a father and husband who had temporarily deserted them. Rosalind frets and chafes at the restrictions of their life as poor relations in the midst of such pomp and ugliness, and at last persuades her adoring but timid mother to escape to an unconventional little colony of artists in Cornwall, where "they all live in little white houses," and where they may enjoy life and freedom in a tiny cottage on £200 a year. We are as relieved as she is at escaping to the empty cottage "spotlessly clean, and with the woodwork and walls painted white," and we enter into the furnishing, putting in Persian rugs, Queen Anne dressing-tables and wicker easy chairs "with cushions, on which the roses were as big as cabbages," with the zest of a child over a new doll's house. Mrs. Sidgwick knows Cornwall and the artist world, and she has the gift to make us see them as she does herself. Her book abounds moreover, with shrewd observations on life in general that amount almost to philosophy.

John Wisden's Cricketers' Almanac for 1915.

EVEN the war cannot take away from lovers of cricket the thrill of a new Wisden with all its promise of fascinating statistics. Indeed, in a sense it is more welcome to-day than ever from its power of whirling the reader far away into green and peaceful battlefields. Though last cricket season was cut short Wisden is as portly as ever. The editor, Mr. S. H. Pardon, contributes some very interesting notes, Mr. E. B. Noel an account of public school cricket and Mr. R. H. Lyttelton a special memoir of the late Mr. A. G. Steel, which will bring home to many quite modern players what a mighty cricketer Mr. Steel was in his short prime, the end of the seventies and the beginning of the eighties. Apart from Mr. Steel's death the obituary list is sadly long, and contains, besides the names of many who have fallen in the war, those of A. O. Jones, R. E. Foster and Albert Trott. Wisden is once again a perfect mine of cricket information thoroughly well arranged.

FOR TOWN & COUNTRY

A DELICIOUS COCOA.

THE people who enjoy chocolate as a sweetmeat and yet declare that they do not like cocoa as a drink are those who do not realise that it is purely a matter of flavour. Thanks to modern scientific preparation, cocoa may be obtained to-day in almost as great a variety of brands as tea—diluted, sweetened or flavoured with vanilla or cinnamon, or absolutely pure, to meet all demands. It is all a matter of personal taste, but to those who like a pure unsweetened cocoa with the natural flavour of the cacao we would recommend Bensdorp's, a brand which is coming to the front by sheer force of excellence. We are not acquainted with the special process of preparation employed in the manufacture of this cocoa, but whatever it is the results are undeniably very good. Thanks to its purity only a small quantity is required, which if made with water and sweetened to taste gives a full flavoured beverage of most attractive appearance and delicate aroma, and at the same time an easily assimilated and valuable food. The flavour is in no way affected if the cocoa is prepared with milk, while the food value is of course enhanced; and in this connection it is specially useful for invalids and children, to whom plain hot milk is often unwelcome, though essential. Bensdorp's cocoa is put up in attractive tins of from a quarter-pound upwards. With each tin is a coupon, twelve of which entitle the purchaser to a quarter-pound tin or a box of chocolates free, and an interesting booklet of photographs of world-famous places. The first series, at present running, consists of cities in Europe; the next three will contain beauty spots in Europe and other parts of the world. These booklets are so well printed and arranged as to be quite worth keeping, and for those who wish to do so the manufacturers have issued albums, to be obtained by forwarding 1s. 3d. in stamps to the Dutch Cocoa and Chocolate Works, formerly Bensdorp and Co., Amsterdam.

ABINGDON "CORD" CARPETS.

Judging from the present outlook, economy will have to be the rule in thousands of homes during the coming year, and without doubt many luxuries will be dispensed with. Necessaries must, of course, be purchased, and to those of our readers who find new carpets of any kind a compulsory outlay we would recommend the Abingdon "Cord" Carpets. They are British made, and represent excellent value both in wear and appearance for a moderate cost. The different types of floor covering emanating from this firm are too numerous to specify, but our readers will find full particulars in a booklet, sent on application to the Abingdon Carpet Manufacturing Company, Limited, Thames Wharf, Abingdon-on-Thames.

SPARE BULBS FOR ELECTRIC LAMPS.

In our issue of February 6th we dealt with a Service pocket lamp to be obtained from Messrs. Tredegar, Limited, 53, Victoria Street, S.W., and in speaking of the spare parts quoted additional bulbs as costing 3d. each. This was a regrettable slip on the part of the printer. The price of a spare bulb is 6d.

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strong.*



JOHNNIE WALKER: "Doing your bit, eh?"

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JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK.

STALLIONS STANDING AT MODERATE FEES.

COMMENTING on my notes of February 13th on some of the "inexpensive" sires of the day—taken at random from the *Calendar*—a correspondent asks me if I "do not think that, were it profitable or advisable to use such sires, breeders would not be so eager to secure nominations to the more expensive stallion"? On the face of it that appears to be a very reasonable proposition, but the answer to it is, I think, this: Private breeders—wealthy men breeding to race—apart, public breeders naturally want to get the biggest prices they can for their yearlings. In order

A propos of inexpensive sires, the following quotation from an article which appeared over the signature of "Trenton" in *COUNTRY LIFE* of November 28th is not without interest: "It is quite a fallacy to suppose that 'cheap sires' do not get winners. Taking at hazard the recent racing at Lincoln and Liverpool, I find that of the various winners nine were got by sires standing at fees of from 8 guineas to 10 guineas, two by horses standing at 18 guineas and three by stallions commanding a fee of 35 sovs. Following them up, and looking through last week's racing at Derby, I find—



ST. DENIS, BY ST. SIMON—BROOCH.

to secure the notice—and bids—of buyers, they must offer fashionably bred yearlings, and in order to procure such stock they have been obliged to have recourse to the most fashionable and, therefore, the most expensive sires.

Many good racehorses are so bred, but it by no means follows that equally good—possibly even better—horses could not be bred by the use of less known, less fashionable and, therefore, much cheaper stallions. One of the most successful—continuously successful—breeders of the day is Colonel W. Hall Walker, owner of the famous Tully Stud, and



TORPOINT, BY TRENTON—DONCASTER BEAUTY.

Saturday's returns are not included—successful stallions and sires of winners at the meeting standing at fees of 9 guineas, 10 guineas, 15 guineas (two), 20 guineas, 35 guineas, 47 guineas, 48 guineas and 49 guineas."

Some evidence having been thus offered as to the probability of success attendant upon the judicious selection of "inexpensive" sires, we may proceed to notice a few of the stallions which, if not exactly "cheap," are, nevertheless, standing at fees moderate in comparison with those demanded for the services of some of the more fashionable,



W. A. Rouch.

MARAJAX, BY AJAX—MARY SEATON.

it is interesting to note that he, at all events, is bound by no ties of fashion in the mating of his mares. If in his judgment it is advisable to have recourse to an expensive stallion, he does not hesitate to do so. Neither is he afraid to use unfashionable and, therefore, inexpensive stallions if the strains of blood they represent seem desirable. That is the point, for it serves to show that a very successful breeder, to whom the amount to be paid for the services of a stallion is a matter of indifference, is content to rely upon his own judgment in the mating of his mares.



Copyright.

CHALLACOMBE, BY ST. SERF—LADY CHANCELLOR.

although *unproved*, sires, and, it may be added, with their possible value.

St. Denis, foaled in 1901, is by no means old as stallions go; he is, moreover, an exceptionally well bred horse, by St. Simon out of Brooch, her dam Ornament, dam of Sceptre, and he had to his credit last year Lord Cadogan's two year old Redfern, one of the very best of his year, and, incidentally, winner of close on 7,000 sovs. in stakes. For such a horse as St. Denis 48 sovs. seems to be a very reasonable fee. His son, Redfern, it might be worth noting, is out of a mare by Ladas out of Red

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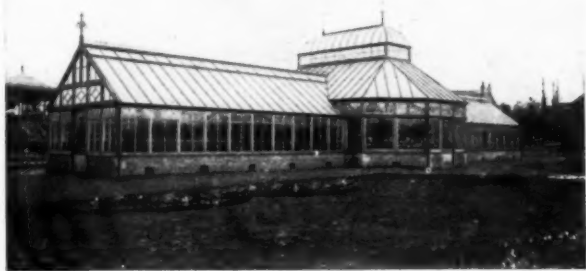
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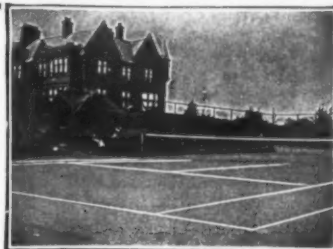
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LLANGIBBY, BY WILDFOWLER—CONCUSSION.

Wing, by Gallinule. At a more moderate fee (25 sovs.) Javelin is a young horse as yet unproved as a stallion, but one to whom breeders might well turn their attention. They are, indeed, doing so, for he had, I believe, a full subscription list last year, and only a few nominations to him are available for this season. He is by Spearmint out of Full Cry (sold at the December Sales, 1913, for 4,600 guineas), by Flying Fox out of Lady Villikins, and was himself quite a useful racehorse, winner of the Friary Nursery, carrying top weight (9st.) in a field of nineteen runners, and of the Exeter Stakes, in which he beat Cylgad by four lengths. It is, moreover, in his favour that he gets his mares in foal. His first foal was, by the way, born on the 3rd inst., and is a filly out of Miss Scarlight, a mare by Watercress out of Colonial, by Trenton.

Is any breeder on the look out for staying blood coming through an individual of proved stamina? If so, why not try Torpoint, fee 21 sovs., sire of winners—he had four to his credit last season—and got by Trenton out of Doncaster Beauty, by Sheen out of Doncaster Belle, by Doncaster out of Belle Agnes, by King Tom. It was not until he was seven years old that Torpoint began to show his real merit, but he did so in no half-hearted style, for he then won the Ascot Stakes—two miles—and three days later the Alexandra Plate—two miles and three-quarters—a race which he again won the following year. His best winner last season was Hamoaze, a three year old filly out of Maid of the Mist, by Cyllene out of Sceptre. It is some time now since I suggested that Torpoint would make a suitable mate for Sceptre herself. Perhaps Mr. Musker, now owner of the famous mare, might care to try the experiment with the "hint" supplied by Hamoaze in mind. A winner of the St. Leger Stakes at £24 10s. should be worth thinking about. Such is Challacombe, by St. Serf out of Lady Chancellor, by Bona Vista (sire of Cyllene) out of Lady Cecil, by Ossian out of True Blue, by Oxford, a son of Birdcatcher. Polymelus and Llangibby were behind Challacombe in the St. Leger, and he has shown that he can get winning stock.

A pedigree well worth study is that of Catmint, a young horse by Spearmint out of Red Lily, by Persimmon



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CATMINT, BY SPEARMINT—RED LILY.

out of Melody, by Tynedale. In running for the Derby won by Tagalie, Catmint was none too lucky, but he won the Prince of Wales' Stakes at Ascot and the Gratwick Stakes at Goodwood, and the following year placed the Private Triennial Sweepstakes and the Goodwood Cup—beating Aleppo and Prince Palatine—to his credit. At a fee of £24 12s. there should be no lack of subscribers to Catmint. Long Set, a very popular racehorse, has gone to the stud at a fee of 98 sovs., a fairly substantial fee for an unproved horse whose reputation as a racehorse was mostly earned in handicap races; but in events of his class Long Set was a veritable "Triton amongst minnows." He could, indeed, both stay and go fast. He is, moreover, possessed of a singularly sound constitution and of the best and kindest of tempers, and being a well bred horse into the bargain—by Rabelais (a son of St. Simon) out of Balle Perdue—there is no reason to anticipate that he will not be successful as a sire. At 1 sov. more (99 sovs.) there is Llangibby, by Wildfowler out of Concussion, by Reverberation out of Astwith, by Wenlock. In the course of his racing career Llangibby won the Eclipse Stakes and other races amounting in value to close on 14,000 sovs. He gets winning stock—last season he had twelve winners to his credit, among them Lanus and Land of Song—and, all things considered, seems entitled to be included among "moderate-priced" sires.

"Moderate" certainly is the fee asked (25 sovs.) for Marajax, a very good looking and beautifully bred horse by Ajax (by Flying Fox) out of Mary Seaton, by Isonomy out of Marie Stuart, by Scottish Chief. A good pedigree this, owned, moreover, by a horse who himself won races—four when a three year old and two, the Manchester Cup and the Newbury Autumn Cup, as a four year old. The picture of Beppo (standing at a fee of 49 sovs.) was accidentally included among those of the very "inexpensive" sires last week. He is by Marco out of Pitti, by St. Frusquin out of Florence, by Wisdom, and won among other races, the Union Jack Stakes, the Jockey Club Stakes, the Manchester Cup and the Hardwick Stakes. Last season he had six winning representatives, among them Aleppo, winner of over 5,000 sovs. T. H. B.



JAVELIN, BY SPEARMINT—FULL CRY.



LONG SET, BY RABELAIS—BALLE PERDUE.

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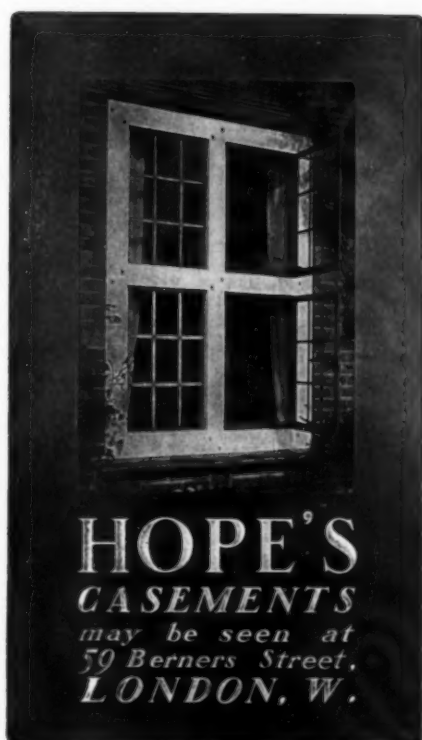


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AGRICULTURAL NOTES

WAR-MADE OPENINGS IN AGRICULTURE.

A PROMISING new crop for the British farmer is chicory. Its cultivation has almost ceased of recent years, and our merchants have imported what they required from Belgium or Germany, the total value of that brought into this country averaging for the last six years over £70,000 annually. Its cultivation at home has dwindled to less than 100 acres a year. English chicory is in every way equal to that grown on the Continent, and in the opinion of the Board of Agriculture there is likely to be a good demand for it in the autumn. Anyone who thinks of growing it, however, will do well beforehand to obtain an agreement from the drier, or, if several growers unite to dry their own roots, from the coffee blender, so that the disposal of the crop will be guaranteed in advance. The soil best suited for chicory is that on which potatoes have been grown. An open subsoil is necessary because the plant makes a long tap root. There are two main varieties, Tête d'Anguille or Palingkop and Magdeburg. Full directions for cultivation are given in the Journal of the Board. The average returns obtained in Belgium in 1909, 1911 and 1912 were 12½ tons, 11½ tons and 13 tons per acre. In Holland it averaged about 9½ tons. An English grower says he obtained an average of 9 tons from 89 acres, the biggest yield being between 16 tons and 17 tons. The cost works out at about £15 per acre. At the end of January the price of chicory root "ordinary-dried" was £39 to £40 per ton, and "high-dried" £43 to £44 per ton, this in each case including the duty. But these prices were nearly double those paid in January, 1914. On these figures, it is plain that a very substantial profit would be obtained by growing an "ordinary-dried" chicory at the present prices.

COCONUT CAKE AND PALMNUIT KERNEL CAKE.

These two feeding-stuffs have been brought to the notice of stock-owners as a result of the war. Formerly they were sent in large quantities to Germany and Austria-Hungary, but this exportation has, of course, been stopped, and the exporters are trying to find new markets. Efforts are also being made to establish new crushing industries for coconut and palmnut kernel in the United Kingdom. Their value as feeding-stuffs has never been scientifically tested in this country, although it is being so now by the agricultural colleges, and the writer in the Journal says it has been necessary to go to Germany for the analysis. As compared with linseed cake, coconut cake holds 10.05 per cent. of moisture to linseed cake's 12 per cent.; 11.18 per cent. oil, compared with 10 per cent.; 20.8 per cent. crude protein, compared with 30 per cent.; 39.09 per cent. carbohydrates, compared with 34 per cent.; 12.51 per cent. crude fibre, compared with 9 per cent.; and 5.95 per cent. ash. Decorticated cotton cake shows a much larger percentage of crude protein and a smaller one of carbohydrates. Palmnut kernel cake shows an average of 11.06 per cent. moisture, 7.9 per cent. oil, 17.15 per cent. crude protein, 41.54 per cent. carbohydrates, 18.29 per cent. crude fibre and 3.83 per cent. ash. The writer, comparing the price of the various cakes named in Liverpool in the middle of January, worked out the price per food unit as 1s. 7½d. for linseed cake, 1s. 2½d. for decorticated cotton cake, 1s. 2d. for undecorticated cotton cake, 1s. 4d. for coconut cake and 1s. 2½d. for palmnut kernel cake. He also quotes German authorities on the results of digestibility experiments. The conclusion he draws is that as regards digestibility of total organic matter, coconut cake is equal to linseed cake, and ranks above decorticated cotton cake, while palmnut kernel cake falls below decorticated cotton cake. He goes on to say that "On the basis of their digestible nutrients the price per food unit would be about 1s. 7d. for coconut cake and 1s. 6½d. for palmnut kernel cake, compared with about 1s. 5½d. for decorticated cotton cake, 1s. 8d. for undecorticated cotton cake, and 1s. 11d. for linseed cake." Incidentally, the paper in the Journal from which these citations are made throws an interesting light on the minute thoroughness with which scientific agriculture has been managed in Germany.

SPRING WHEAT.

There is no topic in which farmers are more interested at the present moment than that of the cultivation of spring wheat. Very few could sow as much as they wanted to in the autumn, because the wet weather arrived before their operations were complete. Spring wheat is not a very satisfactory substitute for autumn wheat, but this year a vigorous attempt will be made to enlarge the wheat area during the next few weeks. If the method of tillering wheat which has been tried in various parts of the Continent and is now being attempted in this country were brought to perfection so that it could be applied to large fields, it might have the desirable result of making the spring wheat more nearly equal the autumn sown one. The writer in the Journal who deals with this subject has an interesting little table showing the effects of sowing at different dates. The variety experimented upon was Red Marvel and the district Essex. That which was sown on February 23rd yielded 53 bushels per acre, with a natural weight of 63lb. per bushel. That which was sown later was less profitable. March 22nd gave 48 bushels, with a natural weight of 61½lb. per bushel; April 10th gave 32 bushels, with a weight which had fallen to

61lb. That was in 1911. In 1912 another experiment was made, that of sowing on March 27th and April 12th respectively. In this case, too, the earlier sown proved the more profitable. The earlier yielded 36 bushels per acre, with a natural weight per bushel of 64lb.; the later 29½ bushels per acre, with the same weight per bushel. These figures compare badly with 1911, but in that season it is explained that "an excellent seed-bed, plenty of plant food and a favourable season all contributed towards what must be regarded as a near approach to the maximum yield possible under ordinary field conditions." Should March bring with it an end of the fearful wet weather, it will well repay farmers to sow as much wheat as they can possibly find room for.

FROM THE EDITOR'S BOOKSHELF.

Yes, by Mary Agnes Hamilton. (Heinemann.)

THE conflict between love and art is a story many times told, and all the more credit is due to Miss Hamilton, therefore, that she has told it yet once more with a freshness and distinction which result in a very readable and interesting story. The manner in which the first signs of Post-Impressionism fluttered the doves of the Edinburgh school of art might have been described with considerable humour. The writer's evident sympathy with the subject precludes humour, however. The disturbing spirit comes in the guise of a lean, shabby, red-haired young man, by name Sebastian Mackay, clever, unbalanced, thin-skinned, and of a colossal egotism. How he managed to marry the nicest girl within his orbit—and, of course, the one least able to cope with his nasty temper—is a puzzle to the reader, as it probably was to Joan Traquair herself. Her earlier experiences of marriage and maternity are as thoroughly sordid and unhappy as life with a budding genius could make them, and in the end she only achieves contentment by sinking her own lovable personality and pleasant talent in the fiery ego of her husband. For all that, there are many pleasant passages in the book, and the pictures of Edinburgh society from within have an attractive air of sincerity if not of allurements.

Forty Years in Canada, by Colonel S. B. Steele, C.B., M.V.O. (Herbert Jenkins.)

COLONEL STEELE, or rather, as he has lately been promoted, Major-General Steele, has given us the reminiscences of a man of action, written in a simple, direct and manly style. He was born in Canada in 1849, and thus has lived through some of the most wonderful and romantic years of that great country's development. "It seems impossible," he says, "that Winnipeg with its 200,000 citizens, its fine stores, palatial residences and well paved, wide streets, was the hamlet of forty houses and less than 300 persons that I remembered." He took part in the fighting at the time of Riel's rebellion, and was present at the conventions at which treaties were made with the Indians. Of these he gives a detailed and remarkably interesting description, through which run the names of Sitting Bull, Spotted Eagle and Sweet Grass, the Sioux and the Blackfeet—names that bring back the inexpressible thrill of the Red Indian literature so beloved of our boyhood. He was a member of the Council of the Yukon territory in the early days of the gold boom, and commanded Strathcona's Horse in the South African War. These are but a few of the landmarks in a strenuous and adventurous life well and modestly described.

BOOKS RECEIVED.

POETRY.

Words by the Wayside, by James Rhoades. (Chapman and Hall, 3s. 6d. net.)

FICTION.

The Lady of the Reef, by F. Frankfort Moore. (Hutchinson, 6s.)

The Voice of the Turtle, by Frederick Watson. (Methuen, 6s.)

The Child at the Window, by William Hewlett. (Martin Secker.)

A Pillar of Salt, by H. W. C. Newte. (Chatto and Windus, 6s.)

Lady Beaufort, by Kate Everest. (Lynwood and Co., 6s.)

The Lifted Yew, by Noel Fleming. (Lynwood and Co., 5s.)

The Lone Wolf, by Louis J. Vange. (Eveleigh Nash, 6s.)

The White Horses, by Halliwell Sutcliffe. (Ward Lock, 6s.)

Forlorn Adventures, by Agnes and Egerton Castle. (Methuen, 6s.)

Grocer Greathart, by Arthur H. Adams. (Bodley Head, 6s.)

Agnes, by George Sandeman. (Chatto and Windus, 6s.)

Windyloft, by Kington Parkes. (T. Fisher Unwin, 6s.)

The Sixth Sense, by Stephen McKenna. (Chapman and Hall, 6s.)

TRAVEL.

A Freelance in Kashmir, by Lieutenant-Colonel G. F. MacMunn. (Smith Elder, 6s.)

Debrett's House of Commons, 1915. (Dean and Son.)

Forty Years in Canada, by Colonel S. B. Steele. (H. Jenkins, 10s. net.)

Brazil and the Brazilians, by G. J. Bruce. (Methuen, 7s. 6d. net.)

Seven Years on the Pacific Slope, by Mrs. Hugh Fraser. (Werner Laurie, 12s. 6d. net.)

MISCELLANEOUS.

Paris War Days, by Charles Inman Barnard. (Werner Laurie, 10s. 6d. net.)

The New Army in Training, by Rudyard Kipling. (Macmillan, 6s. net.)

The Princess Mathilde Bonaparte, by Philip W. Sargant. (S. Paul and Co., 16s. net.)

Studies in Literature and History, by the late Right Hon. Sir Alfred Lyall. (Murray, 10s. 6d. net.)

Ancient and Medieval Architecture of India, by E. B. Havell. (Murray, 30s. net.)

Utility Poultry Club Year Book, 1915. (Club.)

Religion and Art, by Alessandro Della Leta. (T. Fisher Unwin, 21s.)

A List of British Birds. (British Ornithological Union, 7s. 6d.)

Dod's Parliamentary Companion. (Whittaker and Co., 3s. 6d. net.)

Marie Tarnowska, by A. Vivanti Chartres. (W. Heinemann, 6s. net.)

Bygone Haslemere, by E. W. Swanton and P. Woods. (West Newman and Co., 7s. 6d. net.)

Dew Ponds, Historical Observation and Experiment, by Edward A. Martin. (Werner Laurie, 6s.)

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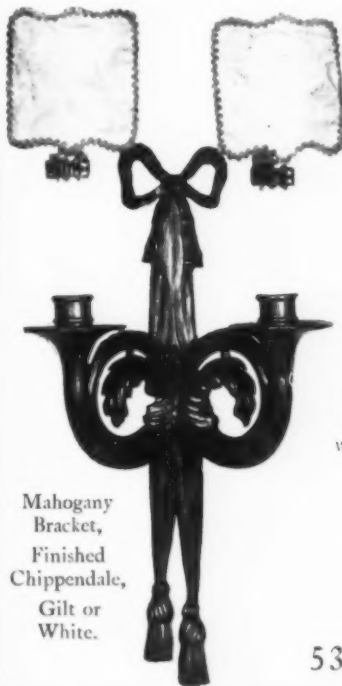
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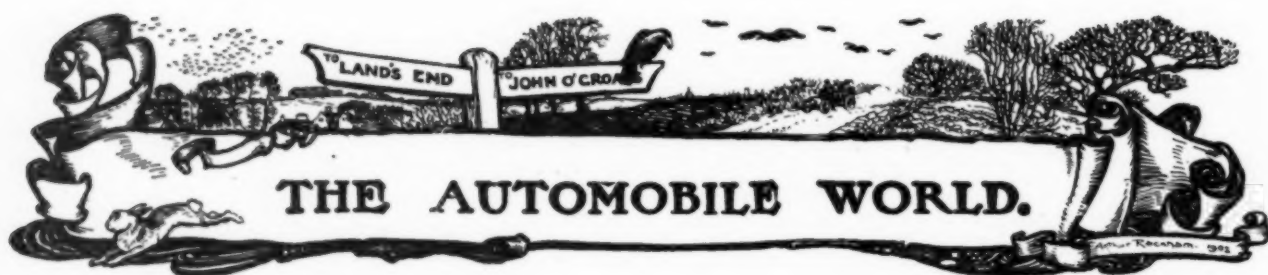
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IT is to be feared that the extraordinary combination of traffic and weather conditions that has been experienced during the last few months is likely to arouse misconception both as to the success of various new methods of road construction and also as to the ability of these new roads to stand up to motor traffic. In some districts roads have been subjected to considerable misuse, owing to the perpetual transit of heavy vehicles employed in connection with the movement of troops, guns, ammunition and warlike stores generally. Since October the weather conditions in most parts of Great Britain have been far from normal.

Thus, for example, the Thames Conservators point out that during the two months of November and December the rainfall was nearly equal to the average for six months, while January was little better. Moreover the changes of temperature were extraordinary. Unusually high temperatures would be followed by big and sudden drops, succeeded by equally sudden rises. During December alone this occurred seven or eight times. The effects of such changes in temperature, accompanied by heavy rainfall, are particularly disastrous. What happens is tantamount to a pumping of water in and out of all the porous surfaces exposed. The injurious effect of this process is particularly severely felt in the case of some roads only recently constructed in accordance with modern principles.

In many of the new systems of road construction it is recognised that the road does not become properly consolidated until the original process of rolling has been followed by a few months of ordinary traffic. Consequently, many bituminous road surfaces completed during the autumn may be expected to show serious signs of deterioration very rapidly. The only consolation—and it is a poor one—to road surveyors is that their own case is not unique, and that nearly all others are to some extent affected. The Roads Improvement Association invites surveyors whose roads have suffered from the weather conditions to send in reports of their experiences, together with notes as to exceptional rainfall, changes of temperature, and other memoranda. They also ask for the views of surveyors as to the comparative effects of the weather on roads constructed in various ways.

For instance, it would be valuable to know whether "penetration methods" have produced roads which stand better than those constructed by "mixing methods." Also, how far ordinary water-bound macadam, protected by several years of tar painting, has proved capable of standing up during this exceptionally trying time. The Association is anxious to be able to prepare a record from a complete series of reports of this kind, and there can be no doubt that, if the information can be brought together, it should be possible to establish many valuable facts.

PETROL SUPPLIES FOR THE WAR.

It is satisfactory to have the opinion of so sound an authority as Professor Vivian Lewes to the effect that Germany is undoubtedly in a bad way in the matter of motor fuel supplies. Prior to the war she imported from America, the Dutch East Indies, Roumania, Galicia and elsewhere. All these sources of supply are now definitely cut off. Her internal production is negligible, and her only course is to smuggle what she can, and to make up the big deficit by employing substitutes. These, according to Professor Lewes, are only obtainable by the use of raw materials which cannot possibly last for more than a few months. A good deal has been heard in Germany of alcohol-benzol mixtures. The bulk of the industrial alcohol in that country is obtained from potato crops, and the shortage of cereals probably means that supplies of this character will be limited by the need of using the potatoes for food.

In comparison with the position of Germany, Russia has ready access not only to the oilfields on the banks of the Caspian, but presumably to those of Roumania and Galicia. Great Britain and France have continued to import freely from their usual sources. In 1913 our imports of petrol for the first time exceeded 100,000,000 gallons in the year. In 1914 the figure rose to 120,000,000, which was about in accordance with anticipations, so that we may take it that the extra spirit needed for use on the western front was brought direct to French ports. For some years past America's percentage of our petrol imports has been decreasing, but in 1914 it showed a considerable rise. This is stated to be due mainly to the fact that the Standard Oil Company are now producing large quantities of motor spirit by a process of cracking heavier oils. America's own consumption is now in the neighbourhood of 1,800,000,000 gallons per annum, and consequently what concerns us is not her total

but her surplus production. Therefore, any new system increasing the total production may be of great value to us.

ANOTHER CRACKING PROCESS.

There is reason to believe that the new "cracking" process which has just been described by its inventor before the Institution of Petroleum Technologists is likely to mark an epoch in the production of petrol substitutes. The present writer has asked the opinions of some of our greatest experts on the merits of the Hall process, and in every case they have been uniformly favourable, and appear to be to the effect that Mr. Hall has definitely overcome the great difficulties which were previously believed to be inherent to any cracking method. Works to manufacture spirit under the Hall system have been established at Thameshaven, and, we believe, are already in operation on a commercial scale. Certainly, Mr. Hall's experimental results have been obtained on this scale, and not merely in the laboratory. His process is extraordinarily ingenious. In most systems difficulties have been experienced owing to the deposition of carbon during the process. This cannot be altogether avoided, but Mr. Hall successfully localises it. The oil, after passing through cracking tubes, enters at high speed into a comparatively large pipe. The speed is at this point suddenly reduced and the energy of speed changed into the energy of heat, with the result that, in spite of expansion, the temperature actually rises. By this means the oils are cracked without risk of big local variations of temperature and the consequent formation of large quantities of fixed gas. Almost the whole of the deposition of carbon takes place in this pipe.

The second special feature of the process is the subsequent use of a compressor working at about 100 lb. per square inch, and having the effect of attaching to the condensable vapours a volume of gas which would otherwise be permanent. This gas represents some of the lightest fractions of spirit, and the resulting product is thus greatly improved as a motor fuel.

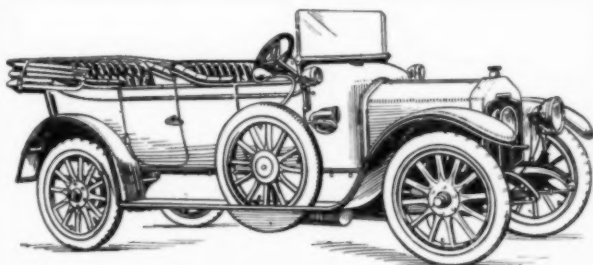
OBITUARY.

It is with much regret that we record the death of Second Lieutenant Vernon James Austin, only son of Mr. Herbert Austin, Founder and Managing Director of the Austin Motor Company (1914), Limited. Educated at Malvern, whence he passed to King's School, Canterbury, finishing in Germany and Sweden, Mr. Vernon Austin, who only completed his twenty-first year last November, commenced training at Bulford Camp in

1912 as a reserve officer in the 22nd Battery, 34th Brigade, R.F.A. Immediately on the outbreak of war he was called to the colours, and took part in the retreat from Mons, the battles of the Marne and the Aisne, the severe engagement at Ypres, and several minor engagements, until the action at La Bassée, wherein he met his death. He was buried at St. Martin's Church, Canterbury, on Monday, February 8th, with full military honours.



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750 lbs.	65 mm.	Light	45 to 50 lbs.
900 lbs.	65 mm.	Heavy	50 to 55 lbs.
1050 lbs.	80 mm.	Light	55 to 60 lbs.
1200 lbs.	80 mm.	Heavy	60 to 65 lbs.
1350 lbs.	85 mm.	Light	65 to 70 lbs.
1500 lbs.	85 mm.	Heavy	70 to 75 lbs.
1650 lbs.	90 mm.	Light	75 to 80 lbs.
1800 lbs.	90 mm.	Heavy	80 to 85 lbs.
1950 lbs.	100 mm.	Light	85 to 90 lbs.
2100 lbs.	100 mm.	Heavy	90 to 95 lbs.
2250 lbs.	105 mm.	Light	95 to 100 lbs.
2400 lbs.	105 mm.	Heavy	100 to 105 lbs.
2550 lbs.	120 mm.	Light	105 to 110 lbs.
2700 lbs.	120 mm.	Heavy	110 to 115 lbs.
2850 lbs.	135 mm.	Light	115 to 120 lbs.
3000 lbs.	150 mm.	Light	120 to 125 lbs.

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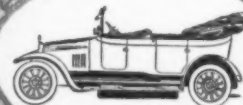
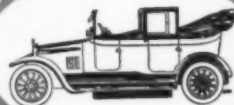
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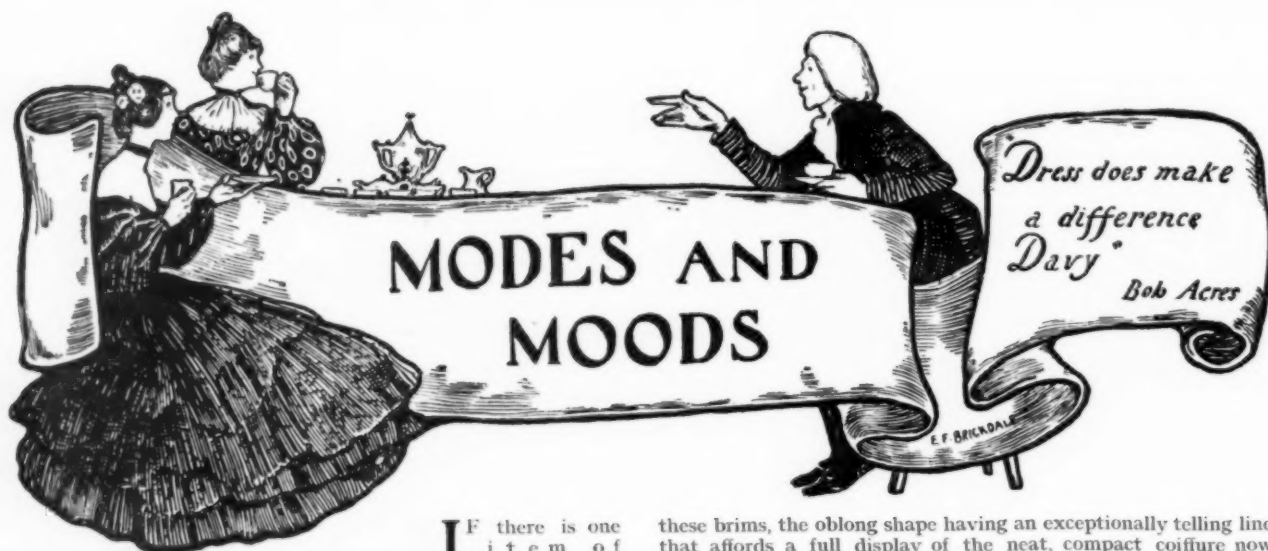
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IF there is one item of attire upon which one can speak with full certainty, it is millinery. Personally, I find the new modes in this department as attractive as the initial display of gowns and costumes. In fact, dress, in all its aspects, has, in my very modest and humble opinion, started afresh on a grade of real elegance, which has long been absent. But without further digression, to the subject in hand, millinery,

which has been selected for the pictured subject of the week. The still prevailing penchant for small hats is shown by the preponderance of two to one in the group, although there is slowly but surely growing in favour larger shapes, headed by the French sailor. The various expression accorded this latter presages a genuine success for the revival, and until these new models have been personally inspected, it is impossible to properly appreciate their attractions.

Black taffetas of a rather bright, shiny quality is responsible for some of the most successful models, the brims of which are either rather narrow and round or wide and oblong, the crowns being almost invariably soft. It is such a refreshing change to remark the small, outstanding appearance of

these brims, the oblong shape having an exceptionally telling line that affords a full display of the neat, compact coiffure now decreed. You see, in a measure, what I am endeavouring to express in the large hat depicted; but this is one of the varieties that has an upward sweep at one side, and so is not, strictly speaking, a French sailor. It is, however, a taffetas model, navy blue perchance, the silk strained tightly over a light foundation and really wonderfully manipulated, while the crown is trimmed with a folded band of moiré ribbon in some contrast,

such as wine red or old gold, the ribbon used being wide enough to fashion the single *chic* leaf-like end. Other of these taffetas hats, which can positively do no wrong just now, carry a short cluster of ospreys, placed rather to one side of the back; while the dainty little picot of flowers are still much in request, and are to be frequently seen in conjunction with a Terry velvet ribbon.

Generally speaking, there is a sombre note in millinery, black, tête de négre and navy working in gentle rivalry. On the other hand, I have seen some remarkably effective little four-cornered hats of soft, pliable straw, suitable for country wear, or to accom-

EARLY SPRING HATS.

pany the quite simple tailor-made, which for some unexplained reason, run through a range of colours, which will doubtless add to their attractions in the eyes of many. For one grows a trifle weary now and again of the sombre note in millinery.

Of the beautiful suppleness of straws I have already spoken. Coarse or firm, they one and all have that resistance which allows them to be crushed and hat-pinned with impunity. They are, as a matter of fact, uncrushable and extraordinarily light in weight,



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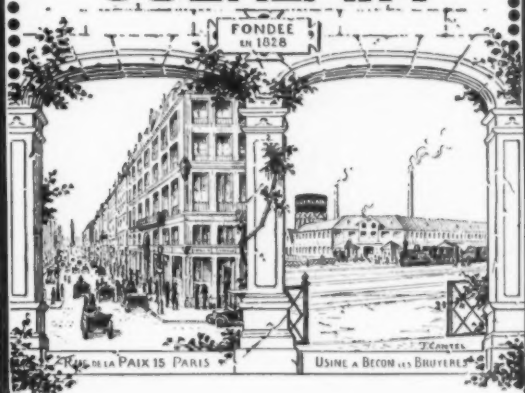
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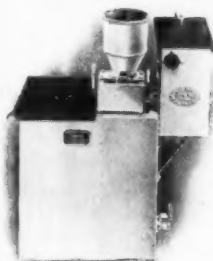
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therefore imagine the joy of possessing such a little chapeau as the one shown on the left-hand head. This is a veritable pork-pie shape, a reminiscence of the early sixties, and is carried out in tête de nègre fine quality Canton straw, with wings in tone, and a narrow band of old rose ribbon velvet passed midway round the crown and through a small oxidised buckle in front. And I pray you note how both this and its companion, the black taffetas toque, are poised at the merest suggestion of an angle. Sharp angles, it has been decided among the elect, have been decidedly overdone of late, and as a natural consequence have descended the ladder of fashionable approval. In some way this is regrettable, since with some faces the one salvation of the small toque with its hard line is its coquettish poise. But the authorities have spoken, and a forward tilt is the chief movement now recognised.

The pork-pie element is again apparent in the black taffetas toque, the sombreness whereof is very delightfully relieved by a high pointed aigrette of damask roses, the petals gently toned at the edge, and natural foliage. All flower crowns, the flowers packed closely together, are likewise to be seen with this style of toque, while there are still being worn toques of infinitesimal size, wreathed with narrow variegated floral wreaths. A case in point was fashioned of the ubiquitous black taffetas, the scarcely perceptible brim taking a quaint little pointed dip over the right eye. On this there was disposed a wreath of hand-made silk flowers, comprising small shaded roses, marigolds, blue corn and vivid emerald green foliage, with here and there a suspicion of mauve. It all sounds most garish in description and slightly Futurist, but the model in reality was all right, the more so as it was destined to accompany a coat and skirt of navy serge, simply but smartly made.

One of the finest tests of the practical administration of a dress allowance is the manner in which the lesser items are arranged for and supplied, such as boots, hosiery and gloves. In the matter of gloves the wise await eagerly that admirable annual clearance sale held by the London Glove Company, and the consistent value of the goods to be obtained here renders it immaterial that the present clearance is drawing to a close. There are still to be had at the extraordinarily low price of 2s. 9d. those excellent English-made doeskin gloves, buck finish, in dark tan and grey shades; for all-round useful, particularly country, wear they are not to be surpassed. Another admirable hard wearing quality is made of real cape, in dark and oak tan, English made, a special lot of which has been reduced to 2s. 6d. the pair, and ranges in sizes from 5½ to 7½. Then the company's well famed superior quality white, washable fine Nappa leather gloves, piqué sewn, invite consideration of a generous purchase at their tempting sale price of 2s. 3d., a pure white washing doeskin being reduced to 2s. 2d. the pair. "Gants velours" represent a further seductive choice; these, made of soft mocha finished deerskin, medium weight, and running through tan and beaver shades and grey, together with black, are only



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HUNTING IN KHAKI.

BELVOIR—THE DEATH OF SUSAN.

IN her fourth season this good worker has met her death on the railway. She was not the most brilliant hound in this year's brilliant pack of bitches, but there was no more honest worker. She traced her lineage back to the Susan whose alliance with Wonder restored to the Belvoir pack its music. Descended on one side from Ragman and on the other from Donovan, there was no better bred hound in the pack. She was to be trusted to put them right at a check or take a line down a road—a true huntsman's friend. The tragedy happened on a Wednesday, when the Belvoir were in their Leicestershire country. They met at the late Sir Montague Cholmeley's place, Eastwell, and passing over an interesting

morning's work, the Hunt found themselves and their second horses trotting to Goadby Gorse, which with luck commands some of the cream of the Belvoir grass. They found at once. Without a moment's hesitation the fox ran across to the Bullamore, and hounds, close to the fox, drove him out in true Belvoir fashion. If anything, the pack had the better of the hunt in the circle which ended at Goadby Gorse, for they looked like catching their fox as they raced over the open to Wycombe; then, turning, they ran hard down the hill to Round Covert. From what happened afterwards we see that the pace was too fast for the fox to hit off the refuge he no doubt had in his mind, but he was not to be beaten. Going down into the vale, he took a sharp turn. Though the pack turned with him, he gained a few yards, and the next time they reached the Round Covert he was safe underground and a substitute flying for its life.

HARRIERS.

The Brighton Harriers were once looked upon as an institution; the Brookside were a pack of old-fashioned hounds which hunted the neighbouring country on the Rottingdean and Newhaven side. Some years ago the two countries were amalgamated; of late they seem to have had rather a struggle for existence. The united Hunts enjoyed their first day's hunting of this season at Blatchington last week. They found several hares and had a fair day's hunting. It used to be rather the fashion to laugh at the followers of the Brighton Harriers, but when a Down hare takes a straight course over the scenting grasses of the South Downs, it is not quite so simple as it looks to keep with them. Their late Master has gone to the front, and so have many of the followers; but it is to be hoped that at the coming meeting some way will be found of keeping this historic pack going. I am very sorry to hear of the outbreak of distemper in the Cotley kennels. These old-world lemon and white harriers are equally good on fox and hare; but they must be a good deal inbred, and since Sir John Amory's pack has been given up, one hardly knows where to look for this type of hound. There were some in the Axe Vale Harriers' kennels when I last visited them, but the Master had, I believe, some difficulty in keeping the pack at full strength, and had a few of the modern harriers, full of foxhound blood.

MR. FERNIE'S.

No pack has done better than this; they have had sport so good as often to make us regret the absence of so many friends at the front. Sheepthorns is a wonderful covert. Since the days when Mr. Charles McNeill watched over it as the apple of his eye it has held foxes, and stout ones. I find in an old diary that I once saw six foxes leave it. The worst of the Sheepthorns foxes is that they like the covert so much that they are unwilling to go very far away. On the other hand, when they pay visits they come straight home, and the Woodland Pytchley owe two of their finest runs to the desire of Sheepthorns foxes to return home. The surrounding country is grass of the best and soundest description. There was a leash of foxes on the day when the Hunt, meeting at Stonton Wyville, went on to try Sheepthorns. The fox broke quickly over the hill. The field, stationed in the field above the Tur Langton Road, were soon straining through the gates and up the hill after the flying pack. The hounds could be seen coming round to their left, and then still kept turning to the left, so that most people were able to ride steadily on the inside turn. The pack crossed the road and swept round behind Tur Langton Church as if for Church Langton, the square tower of which is a landmark. But the fox's mind was fixed on home, yet he never really entered the covert again, but for over an hour hounds hunted him round it until they killed him. The afternoon run was perhaps the better, as the fox which had waited in Sheepthorns went away by Shington Holt, and then over a beautiful line past Illston, by Carlton Curlien and on to Burton Overy, the latter part, however, being on a failing scent.

CHANGES.

The passing of Captain Riddell of Bragborough removes another of the group of sportsmen of whom Whyte Melville was the best known. Captain Riddell belonged to the hard riders, of whom Captain Smith, known to his friends as "Doggy," was a noted example. He served in that famous regiment the 17th Lancers, which has given us so many polo players and riders over a country, and there was none better than Captain Riddell, who was one of the heroes of our early days. Has not Brooksby told us how the Quorn field was once led by Captains Tempest, Smith, Riddell and Barker; or have we not ourselves envied the fine hands and knowledge of pace which enabled Captain Riddell to put on just that little bit more steam that enabled him to clear the fence others got over with a blunder or a fall? Of late years he has been much with the Pytchley. Not in Nimrod's day were there better men or bolder horses than those who took Leicestershire as it came between 1870 and 1880; and they were all soldiers trained in those very regiments which have done so well for the country. It is said that Mr. Morrison is resigning the Hailsham Harriers. It is to be hoped that this fine old pack will be kept together. There is nothing like it in England. The Master of the Cambridge-shire has decided in the most sporting way to keep on the pack. The committee have been unable to give Mr. Crossman all the money they promised him, but this he has waived, and goes on as before.

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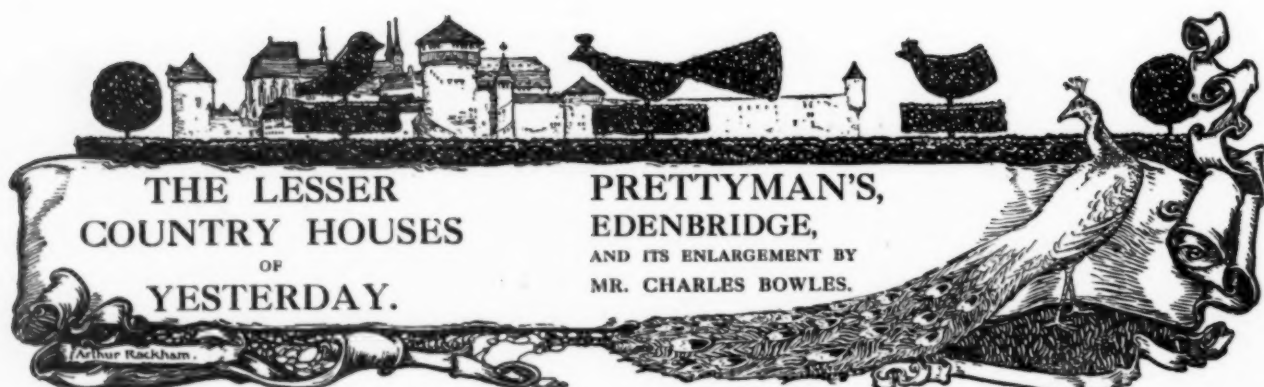
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PRETTYMAN'S is one of an increasing number of little farmhouses of the sixteenth and seventeenth centuries which are exchanging dilapidation and the fear of destruction for a new lease of enlarged life. The house was in a very unpromising state when Mr. Charles Bowles took it in hand. It consisted only of the south-east half of the block shown in the photographs, and was a typical small holder's home. The plan shows the great brick chimney-stack which divides the hall from the drawing-room, and the house originally consisted of these two rooms on the ground floor and three upstairs. One awkward fact was that the level of the ground floor lay 6in. below the surrounding soil. It was impossible to raise it because the ceilings were already low; the excavation of an area all round would have been a serious matter. The way out of the difficulty was to embed in a new concrete foundation a damp course of slate. The concrete was then covered with two layers of pitch and tar laid hot, and the floor boards were nailed direct to the concrete. The waterproof skin thus provided was carried up the walls behind the skirtings. The walls themselves were dealt with by lining them with vertical fillets insulated from damp by lead washers, and lath and plaster over the fillets. This formed in effect

a cavity wall, which was ventilated from the outside. The old fabric of typical half-timber work was carefully repaired and pulled into shape where it threatened collapse. The new wing including the dining-room and kitchen offices was designed in the same manner, but with sufficient difference of detail to mark its modern provenance. On the north-



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"COUNTRY LIFE."

east side the old roof came down no further than the sills of the new dormer windows shown in our illustration, and it was extended to make a necessary passage from the kitchen



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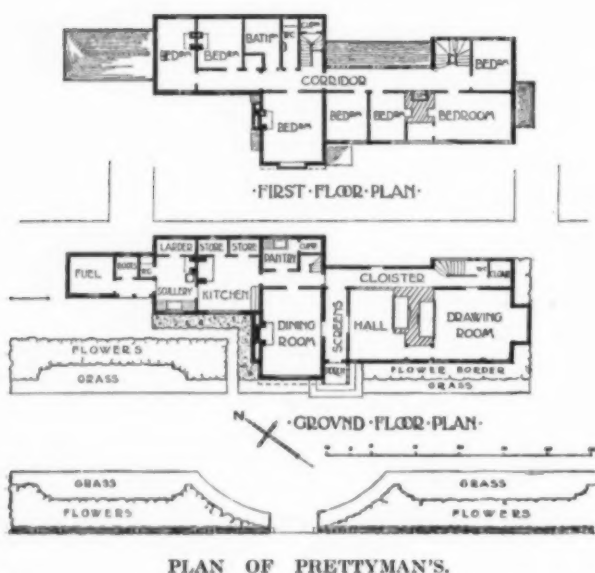
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PLAN OF PRETTYMAN'S.

offices to the drawing-room. North of the house Mr. Bowles added a thatched coach-house and garage. Its upper floor was planned as a little flat, consisting of living-room and four bedrooms for the coachman. Inside the house all evidence of its old occupancy was carefully preserved. One of our photographs shows the typical deep fireplace in the hall, in which the old chimney benches were renewed. The



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work throughout shows a real sympathy with Kentish traditions of building, which were based on the work of the carpenter rather than of the bricklayer. It is clear from a study of these simple houses of three centuries ago that the carpenter must have been the master mind and the other workmen subordinate to him, just as in the great churches of the Middle Ages it was the mason who was supreme in direction and probably also in design. This only goes to emphasise once more a fact often discussed in these pages. In the earlier developments of English building, before design became a conscious affair guided by rules, the nature of materials had an overwhelming influence not only on design, but also on the very organisation of building.

L. W.

Racing Notes.

VERY satisfactory, indeed, it is to note that, although, wherever necessary, racecourses and stands have been cheerfully handed over to the military authorities, and although people interested in racing have, in person and in purse, answered to their country's call with a readiness and freedom not excelled by any other section of the community, racing under National Hunt Rules has been remarkably successful. There have, indeed, been several occasions upon which a record attendance has been registered, and, taking them all round, the quality of the horses running, over fences or hurdles, has, I think, been better than in recent years.

New owners of good standing have taken part in the game, and, although a few of the older patrons of chasing have been

obliged to retire from active participation in the sport, others have had more horses than usual in training. Added interest has, moreover, been lent by the presence of a certain number of foreign bred and owned horses—of whom several have, by the way, done something more than pay for their keep.

For the last few weeks a good deal of interest has been taken in the running of several of the prominent candidates for the Grand National Steeplechase, and with good reason, for, whatever fate may befall them in the big race, some of their preliminary contests have been remarkably close and exciting.

In the Thames Chase at Hurst Park (three miles), Irish Mail, with Mr. L. Brabazon in the saddle, beat Balscadden, ridden by Lancaster, at even weights, by a head. In the Grand National, Balscadden will be receiving 4lb., and should, therefore, be able to reverse the Hurst Park running. But we do know that Irish Mail can get safely over the big fences at Aintree—he finished second (a bad second) to his stable companion, Covertcoat, the year before last—whereas Balscadden's ability to do so has to be taken on trust.

The curious feature of the race at Hurst Park was that in the run home Irish Chief held Balscadden for speed. Under normal conditions there can be no doubt that in speed, at all events, Mr. C. Bower Ismay's good all-round horse is by far the better of the two, and it may be that he had taken so much out of himself in jumping that his speed had left him for the time being. As to that I am unable to offer any clear opinion, for the light was so bad that it was impossible to see how the horses were shaping at the fences.

If, however, it was that the Hurst Park fences were responsible for taking it out of Balscadden, those at Aintree will do so with still greater effect. That is a point upon which I am doubtful, so much so that it will not surprise me much if, after all, Balscadden were to put the crown on his wonderfully versatile career by winning this year's Grand National.

A propos of recent articles in COUNTRY LIFE in which special reference was made to sires available at low fees, I may mention that Balscadden was got by Pilot, a wonderfully well bred horse by Pell Mell out of Amondell, by Scottish Chief out of Parafinn, by Blair Athol, and that Pilot's fee is £5 ros. ! If Balscadden should not be equal to the task of winning the great steeplechase, Jacobus, also the property of Mr. C. Bower Ismay, but trained in another stable, might perhaps come to the rescue, for his most recent performance was a good one, and may have been even better than it appeared to be. In the Kempton Park Handicap Steeplechase on February 20th he beat Ally Sloper and Leeson Park, both of whom he will be meeting on more favourable terms at Aintree, with ease, but was himself beaten by a head, the winner being Ballyhist, to whom he was giving 21lb. He was ridden by Mr. L. Brabazon, a plucky and skilful horseman, but it struck me that he ought to have won the race.

This much at least is certain, that although giving away such a lump of weight as 21lb., and only beaten by a head, he was in no way distressed when he returned to the paddock, whereas the winner was lathering freely and blowing hard. The time test showed, moreover, that the pace had not been strong—it was just a fair gallop, no more. According to my chronograph, the time for the three miles and a half was 7min. 56.3-sec., and I might mention that, as recorded by the same watch, Trianon III galloped the same distance at Hurst Park in 7min. 44sec., and, referring still further back in my records, I find that Covertcoat did three miles and a half in the Liverpool Trial Steeplechase in 7min. 31sec., but, curiously enough, was afterwards badly beaten in a race over the same distance, which the winner took 2sec. longer to complete. The time test is, perhaps, of little practical value in this country owing to varying conditions of weather and race tracks, but it does, I think, serve—help at all events—to show whether or no a race has been truly run, and if this be so, taking the "time" into consideration, we find some explanation of the fact that Jacobus showed no signs of distress after his race at Kempton Park and some confirmation of my belief that he ought to have won the race.

Be that as it may, it may have been no disgrace to fail by a head when attempting to give 21lb. to Ballyhist. Moreover, Ally Sloper, beaten into third place by six lengths, has since then won the Granby Steeplechase at Sandown Park. The result of the race at Kempton Park does, at all events, indicate that at Aintree Jacobus should beat both Ally Sloper and Leeson Park, and it also suggests that, through Ballyhist, Gore should be able to form a very shrewd guess as to the respective merits of Jacobus and Irish Mail, the weight they have to carry at Aintree being respectively 11st. and 11st. 12lb.

We may now turn to the first day of the Sandown Park meeting last week, when the field for the Liverpool Trial Steeplechase included the following Grand National horses: Rory O'More, 11st. 13lb. (11st. 4lb. at Aintree); Silver Top, 11st. 11lb. (10st.); Father Confessor, 10st. 11lb. (9st. 10lb.), and Ilston, 12st. 7lb. (11st. 8lb.). Father Confessor was, therefore, meeting Silver Top on the same terms as those on which they will meet at Aintree, and he now beat him rather easily by two lengths; but it struck me that of the two he was the more forward in condition. Father Confessor is, at all events, a very promising young horse, now six years of age, and he seems to stay well, and is, moreover, possessed of a nice turn of speed, inherited, no doubt, from his sire, St. Gris, a son of Galopin

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and sire of many good 'chasers. He is owned by Lord Suffolk, for whose sake we should be glad to see him add his name to those of other six year old winners of the Grand National.

More Grand National candidates were seen out on Saturday, when Bullawarra, 12st. 3lb. (11st. 12lb. at Aintree); Alfred Noble, 11st. 13lb. (10st. 12lb.); Distaff, 11st. 6lb. (10st. 10lb.); and Blow Pipe, 11st. (10st. 10lb.), took part in the race for the Granby Handicap Steeplechase (three miles), a rousing finish resulting in the victory of Ally Sloper by a head from Alfred Noble, with Bullawarra three lengths away for third place. Seeing that at Aintree Alfred Noble will be meeting both Ally Sloper and Bullawarra on more advantageous terms, he should be able to beat them both; but it may not be so, after all, for of the three he is the least likely to get safely over the big fences.

There will be other opportunities for dealing with the prospects of the probable runners for the Grand National. Meantime, it may be noted that Irish Mail, Balscadden, Jacobus, Father Confessor, Silver Top, Alfred Noble, Ally Sloper and Bullawarra have all—the first three in particular—recently shown us that they are well and making good progress in their preparation for the great effort they will be called upon to make on Friday, the 26th inst.

I would, by the way, take this opportunity for reminding owners and others interested in racing under National Hunt Rules of the splendid programme arranged for the National Hunt Meeting, to be held at Cheltenham—Frestbury Park—on Wednesday, the 10th, and Thursday, the 11th. The Messrs. Pratt have spared no effort to ensure the success of the fixture, and, by all accounts, they may count upon receiving the support they well deserve.

TRENTON.

Hunting in Khaki.

THE QUORN.

GEORGE LEAF, the Quorn huntsman, will hunt the Cottesmore pack next season, it is said. True to the rule that the outgoing huntsman or Master generally has great sport in his last season, Leaf has enabled the followers of the Quorn Hunt to take part in a run which may fairly be styled historic. Hathern Turn, the fixture, is not, of course, in that part of the country which has made the Quorn Hunt renowned. It is not all grass, but there are some nice stretches of pasture, and anywhere else it would be a very pleasant hunting country. I have heard this Saturday country of the Quorn called uninteresting, but to my mind no country is uninteresting when hounds run over it. Lord Crawshaw's Gorse held a fox of the bold sort. The first cheer from Leaf sent him flying. In a moment the pack and their followers were making for the open. Across the grass in the park the pack told us there was a scent. With a crash of melody they pounced on the line. Straight over the road the hounds poured. They never hovered, but drove on as if they meant to catch their fox. To Hathern Village, down to the Soar they raced, and, as we crossed the Midland Railway, the pack disappeared with a succession of splashes into the river. Then the crossing of the river and the Great Central Railway held our attention. The pretty meadows between this and Hoton gave the hounds a chance. They fitted easily and swiftly across them. They would have beaten some of us had not a lucky turn and two quite simple fences enabled us to reach them. The fox set his heart on Hoton New Covert, but could not get in. However, he tried it again. I think this was his point, but hounds never ceased to press. From hence by Rempston and Wymeswold they hunted steadily on. Then he pointed for Wysall, and once on the grass the pack began to scurry along with just a ripple of music from the middle of the pack, which, as they drew nearer the fox, swelled into a more insistent clamour. No kill, but the Waterloo run itself had no kill. The horses were glad it was over; some few were done to a turn. The point was over seven miles, the distance as hounds ran two-thirds as much again. Time, two and a half hours. The beauty of this run was that hounds ran fastest over the best country to ride over.

THE COTTESMORE.

Sport always comes with a rush. The Cottesmore had an excellent day on the Saturday previous to the run described above. Stoke Wood was the starting point. The fox went down over the rough field to the brook which marks the boundary between the Cottesmore and Mr. Fernie's country. Instead of crossing to Stockerston, the fox ran along the brook and up into Wardley. Here there were plenty of fresh lines, but the pack held well to the hunted fox. Then, sweeping through Sir A. Fludger's famous covert, they hunted well up to Biddington, leaving the Quaker's Spinney on the left. Once on the top of the hill hounds ran very hard. They drove down to the brook and threw up their heads at the railway. The huntsman caught hold of them and hit off the line by East Norton. Short as the check had been, the fox made the best of the respite, and it was on a much less serving scent that the hounds worked. Before reaching Loddington Reddish they turned for Launde, and the fox beat them not far from Cheseldyne Coppice. Two foxes then filled up the rest of the day. The first, from Launde Big Wood, gave a hunt of nearly an hour as far as Orton Park Wood, and then a second fox took up the running, and him they hunted

to Ranksborough and so on in rapidly gathering darkness through the plantations round Cold Overton Hall, until, at the Noel Arms, the order was given to stop hounds.

THE ALBRIGHTON.

One notices that smaller packs are being brought out now, but sport is just as good, and Morris, with fourteen couple, from the Bell, at Stretton, achieved a capital day. Lapley Spoilbanks was drawn. A fox was afoot at once, and then for over half an hour hounds (it was the mixed pack) ran their best, with not a check. The country is flat, the going was deep, and it meant hard riding to live with hounds at all. This was one of those runs when the start, once gained, has to be kept at all costs, for there was little chance of making up lost ground. In a country so flat, to see hounds one must be fairly near them.

ACCIDENTS.

There have been very few this season, but with the Quorn two well known ladies had nasty falls, but not serious as to consequences. On Monday, while with the Pytchley, Lady Mary Cecil and Mrs. Wallis both came down. Cumpstone, the excellent huntsman of the York and Ainsty, has had two falls recently. I am afraid as spring comes on, unless the country dries up, we shall find horses falling more often. The deep ground tries them, especially those that are short of quality or condition.

X.

Agricultural Notes.

LABOURERS AND THE LAND.

ON all hands we hear the cry "shortage of agricultural labour and the necessity of utilising the services of women and boys." This may be all very well as a temporary expedient if it can only be got to work—not such an easy matter as some would make out.

DEARTH OF WOMEN.

The truth is that in many country villages we have not the women to go on the land, even if they had the will, much more the skill, to do so. One cannot take a cook to hold the plough or put a trim parlourmaid to hoe turnips, and this is what most country-bred lasses as soon as they have left school have been trained for. The village labourer's wife no longer can keep her eldest child home from school to look after the others and cook father a bit of dinner while mother goes out to work, and now that the older race of women who toiled in the fields for a small wage have died out, there are none to replace them.

THE PROBLEM OF MEN.

Khaki has been undoubtedly a heavy drain on village lads of suitable age. It must be remembered that many of these who have gone to the towns and there joined the Forces are considered to be the town's contribution. In the village next to that in which I reside, possessing only some 900 inhabitants, over fifty have donned the khaki suits. It can be easily seen what a drain this is on a purely agricultural village, and then comes the problem of the return. If it is but to be a temporary drain, this can be got over by roughing and neglecting some of the farm items; but if the labour shortage is to be permanent, it must be met.

HOW TO KEEP THEM.

Now what is there at present to induce these men to return to the land? Very little but the healthy life and hitherto moderate wage. Undoubtedly the latter must, and will, rise in those localities that have not as yet reached £1 per week and a moderately useful cottage. The rural housing question was beginning to become acute before the outbreak of the war. It can hardly be considered to be in abeyance while war is on, as farmers have been accused of the desire to evict wives and families of those gone to the front in order to place other labourers in those cottages. The farmers that have to do this are as though being tossed by the horns of a patriotic cow. If they allow the grass widows to remain, they cannot obtain a sufficiency of labour to work their farms. If they allow them to remain and do not work their farms, then the public declare them shirkers in not cropping their land for the public good. When war is over every inducement will be made by the emigration agents to get the soldiers to cross the seas and go on the land there. The inducement undoubtedly is that little bit of land. Now, could not that bit of land be rendered available at home?

IRELAND'S EXAMPLE.

In Ireland hundreds of cottages have been built, and attached to each is a piece of land; the rent is far from being prohibitive. Why could not the same scheme be adopted in England, and the first right of occupation be given to those who have so freely offered their lives for the protection of their country? If this was done would it not be a permanent inducement to many of those men to return and permanently reside in country districts instead of drifting into the towns? If one goes into a truly rural village it is generally to find that the family of agricultural labourers that have not moved have either a cottage or bit of land that they own often in name only. Still, it has proved a more holding grip than iron chains would.

ELDRED WALKER.



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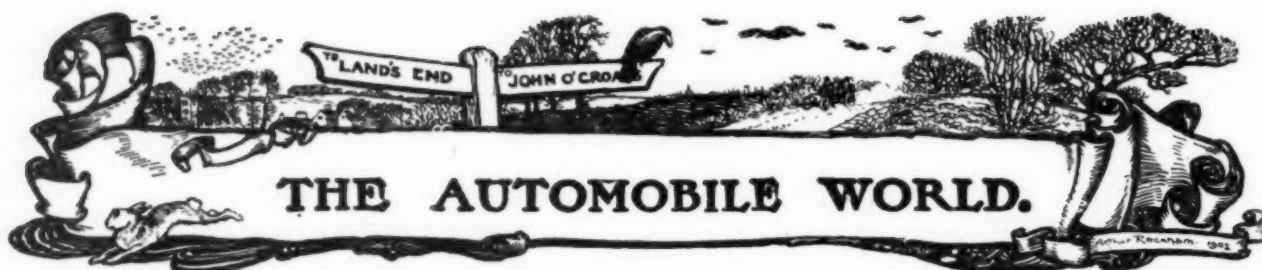


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MOTOR BICYCLES AT THE FRONT.

WHILE rough use and abominable road surfaces act together in shortening the life of motor bicycles on active service, these little vehicles are none the less very valuable in certain spheres of work. For the carriage of despatches they are unequalled. An advantage which is not shared by any motor of more cumbrous type is their ability to swing round almost instantaneously in the road, and so to escape under circumstances which would be fatal to a car. They are also very handy for use in connection with the lorry convoys. The officer commanding such a convoy travels at the head of the column, and the officer responsible for repair work at the rear. If a breakdown or any accident occurs, it is necessary to communicate forward very promptly. Some of the junior officers consequently are generally supplied with motor bicycles particularly for this purpose.

These useful machines can worm their way through from the back to the front of a long column without much road space being given to them, whereas even a light car would be considerably delayed in taking a message forward, especially as the average motor horn is fairly ineffective among motor lorries travelling at speed on *pavé*. There are, of course, plenty of other uses for the motor bicycle, which can run on ahead of a column in order to indicate the way, or to ascertain whether the road is clear. Incidentally, these little machines give to Army Service Corps officers, while off duty, opportunities of finding out for themselves what is going on nearer the front than their own headquarters. Such expeditions are, however, not devoid of risk.

A correspondent writes that on a trip of this kind he accidentally drew near to some British artillery that was being intermittently shelled by the Germans. He was standing by his machine in the road when he heard the unmistakable sound of an approaching shell. All he could do was to drop in the road, regardless of mud, and wait for the shell to burst, which it did in a field some thirty yards away. Following upon this incident, he tells us that he realised that it must be getting near tea-time, and did not wait for further experiences. Some of the motor cycling despatch riders have led the reverse of quiet lives, being under fire almost daily. When messages have to be taken through particularly dangerous districts they are, of course, duplicated. Considering the road conditions and the amount of night riding that has to be done, it is wonderful that the motor cyclist and his machine are ever able to get through twenty-four hours without a bad smash from one cause or another.

SOME MOTOR FIELD KITCHENS FOR RUSSIA.

PRACTICALLY all the motor kitchens which have been referred to in our columns during the last few weeks have been specially designed and equipped for Red Cross service—that is to say, they are intended primarily for supplying wounded men, and do not form part of the regular commissariat arrangement for the troops at the front. Motor field kitchens proper were first used in the war between Russia and Japan, and are now very extensively employed. A fleet of kitchens of a particularly interesting type has been constructed on Peugeot chassis to the requirements of the Russian

Government, and are presumably now in the service of our Eastern Allies. The problem in their case has been complicated by the possibility of having to meet various unfavourable conditions. For example, the possibility of having to work at very high altitudes must be taken into account. Under such conditions, owing to the reduced air pressure, water, of course, boils at much below normal boiling point, and this may, in a boiler working at atmospheric pressure, make it difficult, or even impossible, to cook food properly. Again, it would evidently be an advantage to make the kitchen as far as possible self-supporting in the matter of fuel supplies, and consequently it may become desirable to adapt it for burning wood in view of possible difficulties in obtaining adequate supplies of coal or liquid fuel.

The Peugeot kitchens for Russia are mounted on substantial chassis designed to carry about two tons. The principal fitting is a big boiler capable of holding about seventy gallons of liquid. The cover of this boiler can be securely fitted on making a steam-tight joint, with the result that a reasonable high pressure can be created in the interior and the difficulties of cooking at high altitudes thus overcome, since the increase of pressure, of course, means a corresponding increase in temperature. Under this boiler is an ordinary grate for coal, and also a very large grate for wood fuel. This latter is designed to take logs almost a yard in length. In addition to the big boiler there are two smaller ones of about fifteen gallons capacity, for tea and coffee. The equipment also includes suitable safes for the storage of meat and receptacles for vegetables and cooking utensils. A kitchen of this type ought to be able to deal with sufficient quantities of food to form the main daily meal for 600 or 700 men.

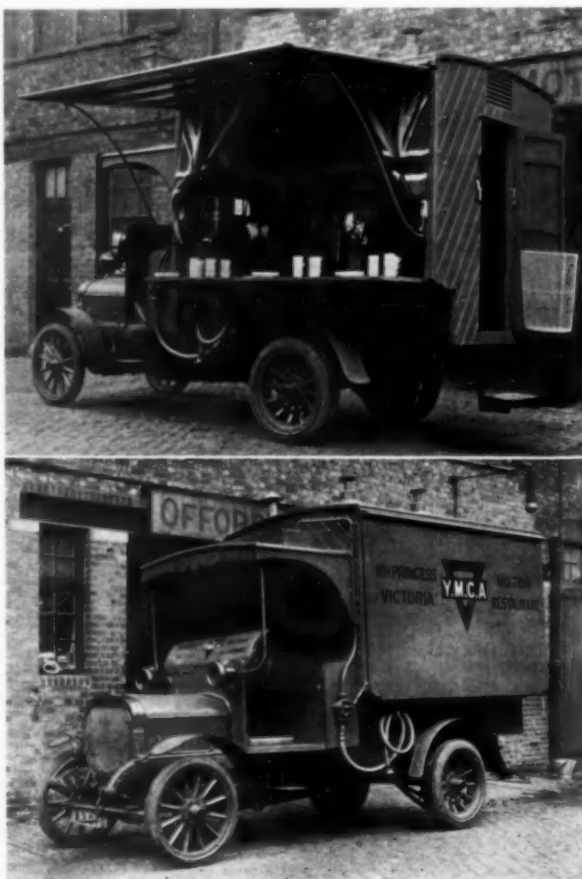
The kitchens used by the French Army, while different in arrangement, are more or less equal in capacity. In the Saurer type an interesting feature is the design of the boilers, which consist of double pots with an oil bath in between. This helps to keep up a regular heating temperature to prevent overcooking and to save fuel. A number of other kitchens are fitted

up on Delahaye chassis, the equipment being on the lines of the horse-drawn kitchens, which are also used. In every case precautions are taken, as far as possible, to secure smooth running, so that the various cooking operations can go on just as readily while the car is travelling as when it is standing still.

The capture of some German vehicles at the time of the battle of the Marne served to show that the type of field kitchens adopted by our enemies is, on the whole, very similar to those employed by our Allies.

A MOTOR RESTAURANT.

THE Y.M.C.A. has recently sent out to France the first of a fleet of seven motor restaurants, the services of which have been organised by H.H. Princess Victoria of Schleswig-Holstein and the Ladies' Auxiliary Committee. This committee has got together groups of ladies to assist at the Y.M.C.A. centres in France, and has provided and collected comforts for the men of the Expeditionary Force. One restaurant car is to be stationed at each base, and is to work as near as possible to the firing line, providing refreshments for men when they retire for a rest space. These cars will form a welcome addition to the multitude of useful war activities of this valuable organisation.



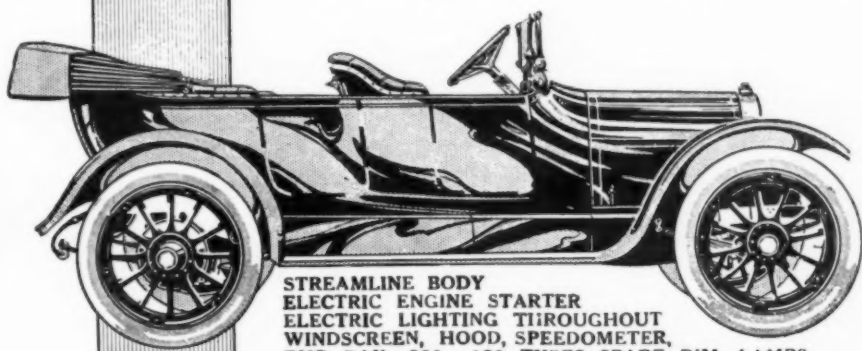
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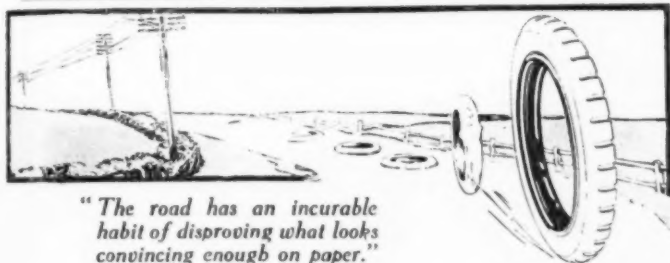
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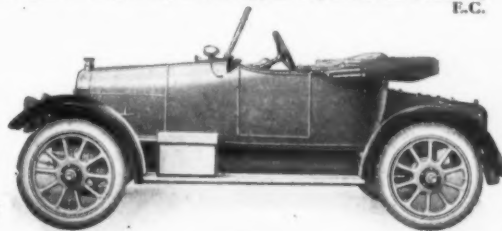
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SOME FRENCH MEDICAL MOTORS

WHILE we have been able to chronicle the construction of some very interesting vehicles specially equipped to assist the British medical staff at the front, our Allies across the Channel have been by no means idle. The French army has recently adopted a proposal put forward by an eminent doctor, who has collected a group of motor vehicles consisting of three private cars and a lorry. The cars are used to transport the necessary material for the construction and erection of a big marquee. Presumably these cars make use of their superior speed to go on in advance of the lorry, so that by the time the latter arrives, the tent is already erected. The lorry brings with it a quantity of surgical apparatus and a steam boiler, the use of which is to provide an ample supply of hot water. By this means the wounded men can be given baths, and subsequently treated under conditions which are far more favourable to recovery than would otherwise be the case. The whole installation makes it possible to perform delicate operations quite close up to the battle front under circumstances nearly as advantageous as those obtaining in a hospital. Another very interesting novelty designed for medical purposes is a special type of vehicle built upon a Paris motor omnibus chassis.

These chassis are, of course, very long, since they are expected to carry bodies capable of providing seating room for about thirty-five passengers in a single-deck vehicle. The bodies fitted when the machines are equipped in accordance with the new system are even longer, and overhang a great distance at the rear. This is, perhaps, not of any great consequence, since high speeds would be seldom necessary, and the cars would never be actually utilised except when stationary.



A FRENCH MOVABLE OPERATING THEATRE FITTED UP ON A PARIS 'BUS CHASSIS.

The body is divided into three compartments. The largest in the centre is an operating room fitted up with tables and equipment. At one end is a small cabin in which the surgical implements are kept, while at the other is a second small division containing an installation capable of sterilising water by the use of ultra-violet rays. On each side of the vehicle are large folded canvases, which, when extended, form tents of considerable size. This idea of making a motor vehicle, as it were, the central pole of a capacious tent is one which has been

applied also in this country in the case of some special Red Cross machines.

ITEMS.

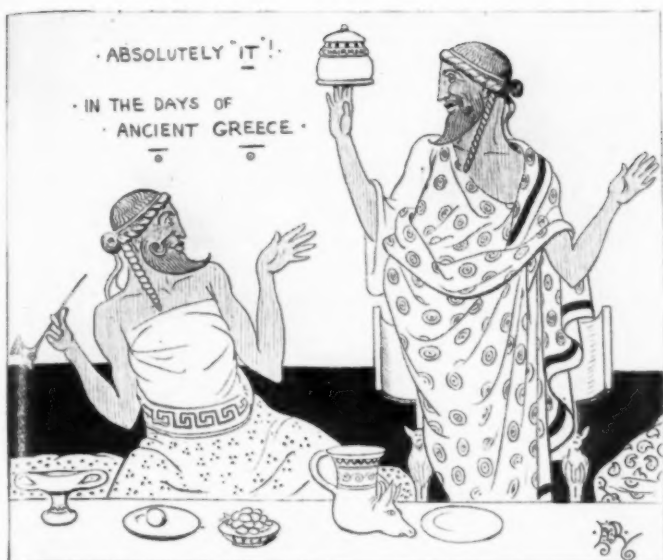
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In view of the prominence given in the Press to the recent fire at the Dunlop Rubber Mills, the Dunlop Rubber Company wishes us to state that the conflagration was purely local and was quickly extinguished. The consequences, fortunately, are not serious, and there will be no interruption in supplies.



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GERMAN BULLETS AND THEIR VAGARIES.

Experto crede!

SOME years ago the Russian Red Cross Society instituted experiments of an exhaustive character with a view to ascertaining, once and for all, the truth of some adverse criticisms which from time to time had been levelled, in the columns of the technical press, at the indiscriminate employment of so-called "Spitz" or sharp pointed bullets in the field, such strictures being aimed in particular at the defective construction of the "S" German 311 projectile. After reading the impartial findings of the Russian Commission, there cannot linger the shadow of a doubt in our minds that such missiles, as established in Germany, appertain to the category of inhuman instruments of warfare, and as such should have come under the ban of the last Hague Convention of blissfully impotent memory. The report, which practically stigmatises their use as barbarous among civilised belligerents, emphatically affirms that such projectiles find their way into the human body in an oblique direction at the longer ranges; and in view of the fact that they are apt to "keyhole" (upset) during flight, they must cause unnecessarily dangerous wounds by destroying the tissues and smashing bones while passing through the human frame. Furthermore, I may add that a pronounced hydro-dynamic effect is in evidence at short distances from the target.

By a strange coincidence, an unsparing condemnation of the S bullets, grounded upon experimental tests of the highest scientific value, which modern research owes to a master of the craft, appeared in the *Armurerie Liégeoise* about the same time, the writer taking a purely technical view of the problem. The Editor, however, while recording in a footnote the verdict of the Russian experts, deemed it opportune to add the significant statement: "These tidings corroborate on all points the contentions put forward by our correspondent." It follows that when the German General Staff entered upon this conflict with what practically amounted to an explosive projectile (the S bullet), they could not, in the face of such numerous indictments, plead ignorance of its true nature, inasmuch as some of their own essays, witnessed by an eminent Swedish inventor, threw a most unfavourable light upon the new structural characteristics. Notwithstanding the glaring ballistic shortcomings of the S bullet, the Germans clung to their original decision to issue the cartridge to the troops, thereby disregarding the true tactical and technical aspects of the question; but, as subsequent events have shown, the Gospel of Frightfulness was to be invoked to the full, and a lurking desire to inflict a maximum amount of bodily damage upon the hated "Swinehounds" may, to a certain extent, have swayed the counsels of the Potsdam Iroquois. As a matter of fact, their deliberate resolve, evinced upon countless occasions, to set aside the promptings of humanity and trample under foot the dictates of International ethics, cannot be construed in a different manner.

THE BASE OR CENTROID CONTROL IN BULLET CONSTRUCTION.

For the last fifty years the trend of all improvements assiduously pursued in the domain of ordnance and small arms had but one object in view, which transcends even such a primordial consideration as rapidity of delivery, to wit, the lowering of the trajectory at all battle ranges, in order to increase the depth of the danger zones. Such a consummation hinged chiefly upon the reduction of the calibres, the gradual lengthening of the projectile, and an enhanced density of section; the whole of these modifications combining to augment sensibly the initial velocity, so far as it was compatible with permissible recoil. Advances on such parallel lines mark every fresh phase of evolution in small arms technique: albeit we owe the fundamental principles constitutive and regulative of modern bullet designs to the profound prescience and ingenuity of General Jacob and Colonel Wursterberger, intermediate forms of realisation, wherein the centre of inertia was thrust forward, failed to take into account the diametrically opposed root concept laid down by them, namely, base control. Modern empiric enquiry (meaning by it good old rule-of-thumb experiments, which the pseudo-mathematician despises) has, however, irrefragably shown that such a mode of equilibration, to the exclusion of any other known factor, dominates the highest ranging power obtainable with a given weight of powder, diameter, weight and length of ball, and minimum inclination of grooves.

Not until 1903 did the Germans, unmindful of the true motives of Jacob and Wursterberger, advocate the adoption of light, sharp pointed missiles for the purpose of materially increasing the initial speed; however, upon being confronted with a tremendous accession to the chamber pressure, and concomitant recoil energy, they had to renounce the old rational standard bullet weights, thus bringing forth an indifferent makeshift projectile which can boast neither stability nor precision, but rather belongs to the same order of ideas, as far as wounding power goes, as the Dahomey and Ashantee slugs. Forsooth, sectional density, without an adequate distribution of weight behind

the area of the ball to store up centrifugal energy, is meaningless. Does not dead weight multiplied into speed constitute the highest quality that a missile should possess, providing some internal means inherent to its structure be found to guide it and preserve its velocity through the atmosphere? I will endeavour to define the exact nature of such a controlling agency.

INSTRUMENTAL MEANS.

Ballisticians, blindly following the aberrant German lead, took the good behaviour of the S bullet for granted, and proceeded to systematise its configuration and enshrine it in wondrous mathematical formula; yet they signally failed to bring into prominence the basic gyrostatic law which pre-eminently controls the flight of all elongated projectiles. I have already committed myself to a tentative adumbration of what this law may mean: such a doctrine embodies new axioms of force to which no exception has yet been taken. It amounts to a refutation of the obscure shape theory: to the effect that the ingredients in the formula which define the forward profile of the bow—and supposedly enable the missile to overcome air resistance—exercise but scant influence upon the conservation of gyroscopic energy, if a favourable location of the centre of gravity does not contribute to the stability. As a matter of fact, if this momentous requirement in every calibre be thoroughly comprehended, and its rôle in the economy properly allocated, we may dismiss shape as a secondary consideration. Bashforth himself held the same view; indeed, his theories tacitly imply that the sustained spin of a bullet constitutes the prime controlling factor of end-on flight, and in its turn absolutely dominates the ultimate maximum ranging power of any missile. Wherefore the duration of the spinning motion connotes conservation of energy; but it was left to Mr. Leslie B. Taylor to prove that such an ideal state of things remains contingent upon a rational and progressive shifting of the centroid rearward, and the lightening of the anterior part or ogive; such paramount factors of superior centering overshadowing any

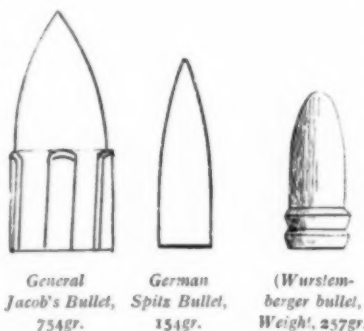
other subsidiary consideration of shape. It is an acquired fact that with the centre of inertia thrust in the rear, the striking velocity will vary infinitesimally according to whether the shape of the nose be blunt, rounded, conoidal, conical or "extinguisher," etc. (experimental data). Driven by increased recoil to eliminate the weight factor, constructors induced in the S type of ball erratic translational movements, namely, by incipiently overdriving and over-spinning their missiles, they sacrificed centering and equilibration, hence wasted energy. If an overspun bullet has to settle down in the early stages of its flight, it tends to describe in the process a sort of corkscrew motion in addition to rotating on its longer axis.

Such supererogatory work, performed when the velocity has met as yet with little retardation, occasions a considerable opposition from the atmosphere. "Air," said Sir Hiram Maxim, "is a solid, providing you hit it hard enough!" On the other hand, the construction, based on the centre of inertia located in the rear, admits of the old standard weights of ball (215 grains for the .303, for instance) being retained along with the service load, providing we lengthen the missile over all and hollow out the ogive. Thus it comes to pass that although longitudinal extension involves improved statical distribution of the mass, it does not affect the bearing surfaces. We may thus adhere to a maximum speed of departure without inducing higher pressure or abnormal recoil.

As we have seen, the primary motive for the considerable reduction in bullet weight in the S types had its source in the fear of augmenting the tension in the chamber and overstepping the limits of bearable "kick." Thus balanced, such a bullet, in virtue of its perfect state of stability, retains a sustained spin throughout the whole of its line of impulse, whereas a missile, having its centre of gravity indifferently located, requires an exaggerated pitch of rifling and longer bearing surfaces—hence increased frictional resistance with accompanying heat and wear and tear—in order to maintain its axis of motion parallel with the tangent of the trajectory. In one word, the chief contrast between the two missiles chiefly lies in an enhanced automatic power of restoration, traceable to superior gyrostatic steadiness, at less expense to the gun.

Practical expression to the theories just delivered has been given by the establishment of the L.T. and Holland types of sporting projectiles. The latter, instead of a hollow ogive, is provided with a filling composition, which enables the device to pass muster as a military projectile, a condition which the L.T. sporting ball does not fulfil. The War Office unconsciously embodied the principle of centroid control when they replaced the wood of the Holland bullet with an aluminium core. Sir Charles Ross also subscribed to the new theories when he issued his capped bullet, although I respectfully submit that this projectile could be advantageously improved by increased weight and by frankly hollowing out the ogive, tacking the metal thus saved on to the rear of the bullet. I must avow the superior merit of the original L.T. and Holland concepts, and I hope to deal with their respective realisations in some future article.

ARNOLD LOUIS CHEVALLIER.



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By E. T. COOK

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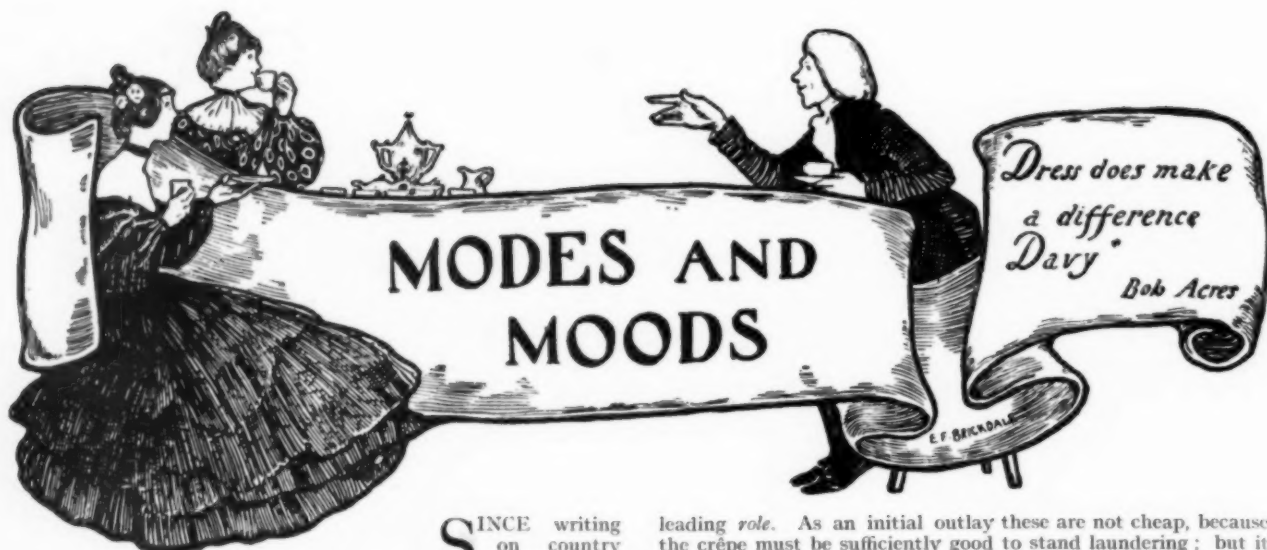
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SINCE writing on country attire, about three weeks ago, a mass of interesting information has continued to pour in respecting this particular branch of the dress question. It is wonderful how a subject, once it is taken into serious consideration, quickly develops, and my steps seem to have been directed by a fortuitous fate into the happiest channels for acquiring first hand the best information. The tailors who specialise in country suits, as was indeed only to be expected, have taken most kindly to the fuller type of skirt, although they are disposed to keep this in strict moderation with a circular cut. Consequently, when the long, rather flaring coat completes the suit, the jupe, by comparison, appears almost narrow. There is to be remarked, also, quite a significant feeling for the added basque in the rather more dressy country tailor-mades, a case in point, carried out in navy suiting, showing one of these circular basques mounted at a slightly higher waistline at the back than in front.

At the same atelier I was shown a country coat fashioned on the lines of a Service tunic. It was quite correct, with two large and two small balloon pockets, with buttoned flaps and shoulder straps, and a more thoroughly practical suggestion for country use it would be impossible to imagine. I thought, perhaps, the shoulder straps a little superfluous; but, on the other hand, thoroughly commended the taste in requisitioning ordinary tweeds to the cause and strenuously avoiding the khaki note.

Passing on to that equal essential, the shirt blouse, the news will be welcome enough that crêpe de Chine continues to play a

leading role. As an initial outlay these are not cheap, because the crêpe must be sufficiently good to stand laundering; but it does not turn yellow in the process, neither does it thicken nor become thin. These shirts are cut quite simply, with hemstitching for the sole decoration and *boule* or link buttons.

Something quite fresh in designing is worn by the right-hand figure of the accompanying group, in which *boule* buttons play a pleasing part. The idea is that these shall pick up the colour facing or contrast introduced in the small turn-over collar, the design being equally applicable to crêpe de Chine, washing silk, or one of the pretty washing crêpes. For cooler wear fine voile is being enormously worn, both plain and hand embroidered, and there is no good in denying the fact

that the majority display some phase or other of the high collar. Although the high up-and-down collar at the back is regarded as something of a concession, I personally do not consider these styles have anything like the neat tailor-made precision of the high all round, close fitting collar-band, with a row of tiny buttons carried up the centre front, and perhaps a suspicion of a roll-over at the top. At the same time, I am persuaded it will be a long time before the genuinely practical sports shirt is completed by any other collar than the comfortable falling style, the polo and so forth.

Allied with the pictured model is one of the most delightful country skirts we have been asked to consider for some long while. The front panel is repeated at the back, the material laid in flat pleats either side from a deep yoke line, to which are attached two roomy pockets. There is shown with particular niceness, both in the skirt and its companion, the correct appearance in the matter of width. There is no suggestion of



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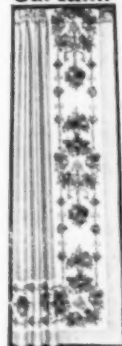
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when a' the rest of the schuil
had it?"

"Naw, no sic' luck! Ma
mither made me wash masel' wi'

**WRIGHT'S
COAL TAR SOAP**
and that keepit the doctor awa'."

exaggerated *flair*, but just the requisite width to account for comfortable movement, enhanced by a rather straight hang.

For the other skirt one of the effective Roman stripe cloths is used, this being of circular shape, accompanied by a simple, semi-military coat of self colour. Bottle green appeals to me persuasively, while flung around the shoulders plaidwise is one of those jolly, wide cashmere scarves, the ends crossed on the left shoulder and then carried low down on the right, where they are caught with a large gold safety-pin.

Country, or what is styled tailor-made, millinery is putting in a most seductive spring appearance. The straws, even quite inexpensive ones, are characterised by a wonderful suppleness and that capital resistance which allows of an automatic spring back after the insertion of a hat pin. There are some little tricorn models, ideal for country wear, made of Canton straw, simply trimmed with a band of corded ribbon, with a handsome flat or pump bow at one side. This bare description, I am aware, sounds nothing, and does but inadequate justice to these smart little hats, which must be seen to have their attractions really appreciated. One in nigger brown was banded with a soft begonia pink ribbon, while a purple found a delightful contrast in a Nattier blue corded ribbon. Another quite exclusive fancy are some new sailors effected in an extremely coarse and rather shiny plait—really a monster plait—chapeaux that are furthermore distinguished by the most original trimming, formed by little outstanding *coquilles* of parti-coloured ribbon, taffetas and corded qualities being used impartially. These are arranged all round the hat wreathwise, and outstanding, so that in the distance they have the appearance of small wings. These are eminently among the most covetable country headgear of the initial spring season; while some neat little taffetas sailors—not extreme in any way, usually, however, carried out in two colours—likewise claim attention, ornamented with similar *coquilles*. All these are millinery items, I can assure you, well worth consideration, the scope of country dressing being appreciably enlarged thereby.

L. M. M.

From the Editor's Bookshelf.

The Lone Wolf, by Louis J. Vance. (Eveleigh Nash.)

THE vicarious adventurer who has grown *blasé* in the search after legitimate excitement will rejoice in Mr. Louis J. Vance's tale of the Lone Wolf an expert Parisian thief who, after years of solitary plundering of the best that is going, suddenly finds himself with the pack in full cry at his heels. The fight he puts up is a spirited one, which does not lose an iota of its full significance in the hands of a writer who combines all the swift and intriguing ruses of an adept at this kind of adventurous fiction with a style at once vigorous and self-respecting, that lends the tale an added appeal. Mr. Vance knows his Paris, in which the action of the tale takes place, the incredible adventures of the hero including a chase by motor through that city. On the whole, it is not possible to lay aside easily this eventful history of a first-flight scoundrel.

Love in a Palace, by F. E. Penny. (Chatto and Windus.)

MRS. F. E. PENNY'S hero is the son of the Nawab Cassim Ud Deen, a Hyderabad noble. At her story's opening Captain Hassan Ud Deen, after being educated at Eton and Oxford, is returning to Hyderabad. On board the Aurangabad he has the good fortune to fall in with Kenneth Derwent, a former school-fellow and college friend, who introduces the young Mohammedan to Colonel Orban and his family, who are returning to India. Hassan falls under the influence of Dell Orban, a frank, open-hearted girl, rather tempted to flirt with a situation which is saved from any serious consequences to herself by the tactful interference of Mrs. Orban. Hassan, however, does not escape scot free; and the impression his fleeting intimacy with Western womanhood has left upon his judgment and emotions is very carefully followed by the author in the working out of the marriage with Nissa—his own countrywoman—which his people have arranged for him.

BOOKS RECEIVED.

TRAVEL.

In the Lands of the Sun, by H. R. H. Prince William of Sweden. (Eveleigh Nash, 16s.)
A Summer on the Yenesei, by Maud D. Haviland. (Arnold, 10s. 6d. net.)
Arabia Infelix or the Turks in Yemen, by G. Wyman Bury. (Macmillan, 7s. 6d. net.)
More Italian Yesterdays, by Mrs. Hugh Fraser. (Hutchinson, 16s. net.)

POETRY AND PLAYS.

Kabir's Poems, by Rabindranath Tagore. (Macmillan, 4s. 6d. net.)
Fanny's First Play, by Bernard Shaw. (Constable, 1s. 6d. net.)

FICTION.

Bones, by Edgar Wallace. (Ward, Lock and Co., 6s.)
Pigeon Blood Rubies, by H. McD. Bodkin. (Eveleigh Nash, 6s.)
The Snare, by George Vane. (Bodley Head, 6s.)
La Belle Alliance, by Rowland Grey. (Smith, Elder, 6s.)
Whom God Hath Joined, by Arnold Bennett. (Methuen, 6s.)
Barbara Rebell, by Mrs. Beloe Lowndes. (Methuen, 7d.)
The Faded Vision, by A. K. Ingram. (Murray, 6s.)
The Ideal Sinner, by S. Beach Clester. (H. Jenkins, 6s.)
The Man Who was Afraid, by William Westrup. (Hurst and Blackett, 6s.)
Alan! Alan! by Eirene Wigram. (J. Murray, 6s.)

MISCELLANEOUS.

The Royal House of Portugal, by Francis Gribble. (Eveleigh Nash, 15s. net.)
Paris Waits, 1914, by M. E. Clarke. (Smith, Elder, 5s. net.)
Rural Housing, by William G. Savage. (Fisher Unwin, 7s. 6d. net.)
The Antiquary's Books, by A. F. Leach. (Methuen, 7s. 6d. net.)
Douglas' Journal, 1823-1827. (W. Wesley, 21s. net.)
The Round Table—March. (Macmillan, 2s. 6d. net.)

The Human German, by Edward Edgeworth. (Methuen, 10s. 6d. net.)

The Fortnightly Review—March. (Chapman and Hall, 2s. 6d. net.)

With the Allies, by Richard Harding Davis. (Duckworth.)

The Shire Horse in Peace and War, by J. A. Frost. (Vinton and Co., 2s. net.)

Aspectos de la Guerra, by Santiago Pérez Triana. (Hispania, Limited.)

Everyman's Own Lawyer, by a Barrister. (Crosby, Lockwood and Son, 6s. 8d. net.)

Lodges in the Wilderness, by W. E. Scully. (H. Jenkins, 5s. net.)

For Town and Country

WHAT TO SEND TO THE FRONT.

THE scientific thought and experiment which has been brought to bear upon food during the last quarter of a century has caused a revolution in the dietary of those who require special nutriment. We have discovered, in fact, that it is not the bulk of food, but the amount of nutriment which can be extracted by the digestive organs which counts; and experience has shown that the most valuable nutrients are those contained in milk and cereals. These are combined in a most attractive and digestible form in Horlick's Malted Milk, the constituents of which—pure, full cream milk and malted barley and wheat—are rich in the necessary proteids and carbohydrates, and contain all the essentials of a complete diet.

The value of "Horlick's" in the nursery and the sick room is so generally recognised and its palatable qualities are so much appreciated by young and old that it is unnecessary to dilate upon its domestic uses here; but from a booklet received from the makers—Horlick's Malted Milk Company, Slough, Bucks—we see how extraordinarily wide are its uses among athletes of all classes; and perhaps the most eloquent testimonials are those from Arctic and Antarctic explorers. The thought that crosses one's mind on reading the genuine experiences of men leading strenuous open-air lives, to whom the right food is a matter of first importance, is: "The very thing to put into my next parcel to the front." And so it is, for not only will it produce and maintain strength, endurance and energy, but it is one of the most easily prepared foods.

For home consumption it is prepared in a fine powder which only requires the addition of hot or cold water to make a pleasant beverage; but it is also available in tablet form, when not even water is necessary, the tablets simply being dissolved in the mouth. These are put up in glass flasks or in a metal vest pocket case, which is supplied free by the Company. They are light, portable and toothsome, and will add little or nothing to the weight or bulk of a parcel, but a great deal to the well-being of its recipient. A sample either in powder or tablet form will be sent on receipt of a postcard from any athlete or physical culturist, giving full name and address and mentioning the booklet, which is called "Diet in Sports and Physical Culture."

"FARM PLANTS, 1915."

Special interest will be felt this spring in farm catalogues, the latest of which, under the above title, we have just received from Mr. A. G. Leighton, seed expert and merchant of Newcastle, Staffs. Mr. Leighton does not content himself with good general results. He accepts, of course, the axiom that the value of seed to the farmer as he buys it depends upon germinative power and purity, and the subsequent value on the method of culture, the weather and so on; but he also insists on the responsibility of the seedsman and the necessity for botanical knowledge in selecting varieties for individual soils and various conditions of those soils.

In this way he has become a specialist in the truest sense of the word, considering the exact needs of each customer according to particulars which he requires before supplying them. His theory of seed selection makes very interesting reading, and that his practice is sound is evident from the excellent photographs with which the booklet is illustrated. Several of the pastures illustrated are from Tibberton Manor, the farm which was awarded the R.A.S.E. first prize at the Shrewsbury Meeting, 1914, but others are from ordinary crops on various soils. We can commend this catalogue warmly to all concerned in farming.

FIELD-MARSHAL SIR JOHN FRENCH AND THE R.S.P.C.A.

Those of our readers who are interested in the fund for Sick and Wounded Horses administered by the R.S.P.C.A. at 105, Jermyn Street, S.W., will be glad to read the following letter on behalf of Sir John French to His Grace the Duke of Portland, chairman of the fund:

General Headquarters,
British Army in the Field,
14th February, 1915.

My dear Portland,—Sir John French has requested me to thank you for your letter of the 28th January, describing the work already done by the R.S.P.C.A. for the Army and what it proposes for the future. Sir John has received most satisfactory reports of the work done up to now by the Society, and has no doubt that its efforts for the care of sick and wounded horses will have a most beneficial effect in shortening the period of sickness and in reducing the wastage of horseflesh in the Army in France. Yours sincerely,
(Signed) W. LAMPTON, Brig. General, Military Secretary.




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[In the following article our racing correspondent expounds the arguments in favour of holding the great race meetings even in war time. They cluster round the great material interests involved and the national temperament. The spirit of Great Britain remains still what it was when Sir Francis Drake insisted on finishing his game of bowls on Plymouth Hoe before dealing with the Armada. But there are so many other grave and weighty considerations that we advise our readers to reserve judgment, at least till the Jockey Club has spoken.—Ed.]

OWING, no doubt, to some misunderstanding, the Duke of Portland conceived the idea that it was the intention of the Epsom Grand Stand Association to turn sick and wounded soldiers out of the hospital in the recently added annexe to the Epsom grand stands—it was only opened in May last—rather than that “a few racegoers should forego their luncheon.” It is to be regretted that, thus thinking, he did not at once refer the matter to the Stewards of the Jockey Club, of which he is himself a member. Had he done so, the needless pain and annoyance which the line of action he took inflicted upon a large section of the community would have been avoided.

The continued use of the annexe to the Epsom Grand Stand as a hospital has now been thoroughly gone into by the Stewards of the Jockey Club, and, the question having been raised in the House of Commons, the military authorities expressed themselves as being perfectly satisfied with the arrangements that were being made. No sick or wounded soldier is—or was ever likely to be—turned out of hospital in order that a few racegoers might not be deprived of their luncheon, or for any other reason. It is only fair to add that the portion of the grand stand buildings used as a hospital was offered to the authorities by the Epsom Grand Stand Association, by whom the beds and other necessary furniture were provided. Also that the funds for the equipping and staffing of the hospital were raised by subscription among the inhabitants of Epsom and Ewell—many of them people immediately interested in racing.

The Duke of Portland raises, however, another question in a quotation which he gives from a letter received by him from “a very high and quite indisputable authority.” “The French cannot understand Epsom and Ascot. It is beyond their comprehension that people should turn wounded men out of a ‘grand stand’ or even go to the races while their sons are in the trenches.” The remark as to the turning out of wounded soldiers was presumably by way of comment upon information supplied by the Duke himself—information based upon a misunderstanding—but the rest of the quotation has been seized upon by a certain number of people as indicating that the continuance of racing in this country is offensive to our Allies. Is that so? Our Allies are France, Russia and Belgium. Ever since the beginning of the war Belgian bred and owned horses have been racing—not without success—under National Hunt Rules, and others are in training for racing on the flat, while according to the latest information racing is still going on at Petrograd.

Two of the most prominent breeders and owners in France have horses in this country in training for our classic races, a proceeding evidently not viewed with disfavour in France, for it is but a few days since a well known French writer on breeding and racing thus expressed himself: “Si l’on veut vraiment faire quelque chose pour l’élevage que l’on permette à ceux qui le peuvent d’aller temporairement chez nos alliés exploiter la carrière de nos animaux de prix.” From another source I learn that at a meeting of the principal owners and breeders in France there was a unanimous opinion that there would be no need to await the complete cessation of hostilities before resuming racing, but that racing could not be resumed so long as any portion of French territory remained in possession of the enemy. From such evidence as we have it would not, then, seem that the continuance of racing in England is likely to offend the susceptibilities of our Allies.

Another objection is raised by a good many people ignorant of the fact that when the Stewards of the Jockey Club decided

that it was advisable that racing should be carried on if possible, it was not that it was a “sport,” but because in this country it had become an industry in which a vast amount of capital was invested. The rearing of blood stock is a national industry in this country, and on this industry we are largely dependent for our ability to produce horses suitable for military use as well as for utility purposes. Many thousands of people are dependent on this industry for their livelihood.

So complete is our supremacy as breeders that other countries are obliged to come to us to replenish, maintain and improve their own breeds of horses. For that supremacy competition is keen, and we can hold it only by continued effort.

On the ethical or sentimental side objection to the present continuance of racing is raised by people who think—they are entitled to their opinion—that it is wrong to go racing while our soldiers are risking their lives in the trenches, while our sailors are in hourly peril on the seas. But what do these same sailors and soldiers think about it? Are they not entitled to some consideration? What they think is best shown by the fact that there is hardly a race meeting at which wounded and convalescent sailors and soldiers of all ranks are not present, no meeting which is not attended by numbers of men in khaki. They, at all events, see no harm in going racing. Again, it is said—by people who do not know—that racing should be stopped because it attracts numbers of men who ought to be with the colours. Some (few) men of military age are to be seen on racecourses, but since the war broke out there has been a marked change in the nature of the attendance at race meetings, for, with the exception of the men (all ranks) in khaki, it now consists chiefly of men debarred from active service by age or physical infirmity. Many of the trainers have at least one son serving either as a commissioned officer or in the ranks. Many of the riders—under National Hunt Rules—arrive dressed in uniform, and return to their duties as soon as racing is over. We are, thank God, so situated that we need not live in fear of invasion—no invading foot is on our soil—and that is sound reason why we should do our best to carry on an industry upon which thousands of people are dependent for their livelihood.

I fully appreciate the objections raised by those opponents to the continuance of racing. In the days of Waterloo there were no telegraphs, but to-day news of victory or defeat is flashed before us almost as quickly as if we were on the scene of conflict, and what applied to Waterloo days does not altogether apply now. Even a not very lively imagination will be apt to picture a race meeting at which momentous news of battle arrives, and the keenest sportsman who has friends or relatives at the front might reasonably wish he had otherwise employed his time. But still, weighing all this, an enormous interest in the Derby is taken at the front. And I doubt if there are many of our fighting men who would like to think that even so grave a war as the present interfered with the Derby.

Each of us must judge for himself whether it be right or wrong to frequent racecourses or any other places of public assembly; but there is no reason why the opinion of those who deem it wrong should prevail over that of those who see no harm in so doing. This much at least is certain, that if racing be stopped, trouble and distress will be brought to many a home. How do the people who wish to put a stop to racing propose to provide for that?

TRENTON.

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Kennel Notes.

A VIRULENT EPIDEMIC.

COMPLAINTS come from many quarters of the kingdom concerning a virulent epidemic that is devastating a number of kennels. This is the disease commonly known as Stuttgart distemper, but more correctly described by Mr. Henry Gray and other authorities as canine typhus, or contagious gastro-enteritis. Although it is presumably not a new malady, judging from the outbreaks reported within the last fifteen years or so and the attention focussed upon them, one is driven to the conclusion that for some reason or other its severest and most widespread manifestations belong largely to recent times.

In the first volume of "A System of Veterinary Medicine," to which I have referred on previous occasions, is a very informative chapter upon this subject by Mr. Gray, who classes it with the malignant or putrid type of distemper noticed by Blaine, and mentioned in his book of 1817. In my early days of dog breeding, when, with all the enthusiasm of the beginner, I read with avidity and learnt all I could from men of practical experience, I cannot remember hearing a word about it, and then, in a few years, came rumours of mysterious epidemics that attacked old dogs in preference to the young, and were said to be seen only in coastal towns.

It soon became sufficiently prevalent to warrant investigation by scientific veterinarians, and in course of time it was described as Stuttgart distemper, because Professor Klett of that city, who saw his first case in 1898, wrote upon it. According to Mr. Gray, however, Pierre Mégnin, a distinguished French veterinary scientist, had spoken of it in 1888 as malignant infectious stomatitis.

The epidemic of 1898 spread from Stuttgart to Munich, Frankfurt-on-the-Maine and other German towns, while it had been noticed a few months before in Edinburgh and district. After a careful study of the question, Mr. Gray is inclined to the belief that the malady must be associated with ordinary distemper, which we know manifests itself in various forms. That older animals should be more susceptible than the young presents no difficulties to him, his suggestion being that the immunity conferred by a previous attack of distemper protects the latter, whereas the immunity of the former has worn itself out.

This seems to be a perfectly reasonable hypothesis. He holds that the gastro-enteric lesions and the gangrenous ulcerations of the oral mucous membrane, typical of canine typhus, have just as much right to be included as a secondary manifestation of distemper as the eruptive, catarrhal, pulmonary, nervous or any other of the secondary phenomena. "At any rate, gastro-enteritis and gangrenous ulcerative stomatitis are complications seen in many outbreaks of the usual forms of distemper; they are the epiphenomena, and not the phenomena."

"To isolate typhus from distemper would, at the present state of our knowledge, be as illogical as to isolate the pulmonary or nervous manifestations of the latter disease as an etiological entity, or to differentiate catarrhal fever without the presence of an abscess from strangles, or lupus from tuberculosis." In this connection one may mention that in Dr. Müller's "Diseases of the Dog" reference is made to the opinion of a Continental authority, who classified distemper under three diseases, according to the presence of three micro-organisms of different character.

These diseases are abdominal typhus, true distemper of the dog, and canine typhoid. Their clinical as well as their pathological symptoms, he says, have a great similarity with one another, and it is only with a careful microscopical examination that the specific micro-organisms can be separated. Müller refers to the malady under consideration as infectious hemorrhagic gastro-enteritis (canine typhus, Stuttgart dog disease, dog plague).

Both Müller and Mr. Gray, weighing the evidence of others, state that it is not definitely known at present if the disease is directly transmissible to another animal. I have heard of isolated cases in a kennel; but, on the other hand, Mr. A. J. Sewell encountered an outbreak in a house in which seven dogs fell in turn. This rather suggests that some dogs are blessed with greater resistant powers than others; but, however that may be, all are in accord as to the extreme gravity of the symptoms and the distinctly unfavourable prognosis. As a rule, loss of appetite is the first marked symptom, followed by frequent vomiting and excessive thirst. Acute diarrhoea sets in, the abdomen becomes tucked up, the breath is very offensive and there is rapid emaciation. The thermometer is not a sure guide, since

the temperature is often little above normal, falling, as weakness increases, to sub-normal.

Authorities are agreed that the longer the sufferer can be kept alive, the better his chances of recovery. If he can be got beyond the tenth day there is distinct hope, but, alas! how few survive to the end of that period! One or two things are obvious. Directly an attack is suspected, the patient should be confined to a moderately warm, dry room, free from draughts but well ventilated. He should be put upon invalid diet, light but nourishing, and, above all, a veterinary practitioner should be called in immediately. The matter is so urgent that any delay in giving skilled treatment is almost bound to have fatal results; but do not blame your adviser if, after all his efforts, death supervenes. Naturally, one should not lose hope or relax endeavour, for undoubtedly there are mild visitations which, while being perfectly amenable to treatment, might, if neglected, develop into the worst form. For this reason one should never adopt a fatalistic attitude. Most writers agree that the difficulties of the practitioner are much increased by the late hour at which he is called in. Many people, I am aware, do not recognise readily the symptoms either of typhus or ordinary distemper. In the routine of a very extensive correspondence it is not an uncommon thing for me to receive letters written in a leisurely manner days after the illness set in, asking my advice in undoubted cases of distemper, by which time the chances of recovery have manifestly diminished. A. CROXTON SMITH.

The Late Lord Cadogan.

ATTEMPTED and trusted servant of this country went to rest when, to the regret of all who knew him, Lord Cadogan passed away on Saturday morning. Busy though he was with public affairs, Lord Cadogan found time to take an active part in outdoor life and pastimes. To betting he was strongly opposed, and in many ways he contributed not a little towards maintaining the best interests and traditions of racing. His connection with the Turf may be dated from 1879, when the few horses he owned were trained by William Gilbert. One of these was Mazurka, one of the runners in the remarkable race for the Astley Stakes in 1880. So close was the finish that the judge declared a dead-heat between three—Mazurka, Wandering Nun and Scobell—for first place, and a dead-heat between Cumberland and Thora for second place, these being only a head behind the others. Lonely, a beautifully bred filly by Hermit out of Anonyma, winner of the Oaks in 1885, was the only classic winner owned by Lord Cadogan, but his "Eton Blue" colours were, at one time or another, carried by racehorses of good class. One of them—Elba—gained distinction by beating Sceptre in the Park Hill Stakes at Doncaster. Another—Goldfield—all but won the Two Thousand Guineas, for it was only by a head that Galliard beat him for this race in 1883. In 1892 Prisoner, by Isonomy out of Lonely, won the Doncaster Cup and other races; and in 1906 The Sun by Sidris out of La Figlia won the Stud Produce Stakes at Newmarket and the Convivial Produce Stakes at York. In 1907 Lord Cadogan gave 4,000 guineas for Solferino, but after winning the New Biennial at Ascot, the colt became unsound, and was of no further use for racing purposes. Succour won the March Stakes in 1908, but the best horse ever owned and bred by Lord Cadogan was Redfern by St. Denis, whose memorable battles with Colonel Hall Walker's Lot Fly lent special interest and excitement to the two year old racing of last year. Redfern was not engaged in the Derby, but by his owner's death his entries for the Two Thousand Guineas, the St. Leger and other valuable races become void.

TRENTON.

Books Received.

POETRY.

Poems, by Maurice Maeterlinck. (Methuen, 5s. net.)
The Having. A Ballad of Berlin, by Eric Stone. (Sidgwick and Jackson, 6d. net.)

MISCELLANEOUS.

Through Central Africa from East to West, by Cherry Kearton and James Barnes. (Cassell, 21s. net.)
Modern Horse Management, by K. S. Timmis. (Cassell, 12s. 6d. net.)
Bernini and Others: Studies in the History of Art, by Richard Norton. (Macmillan.)
In the Foreign Legion, by Légionnaire 17889. (Duckworth, 2s. net.)
The Foreign Office List, 1915. (Harrison.)
The Families of British Flowering Plants, by W. B. Grove. (Longmans, Green, 1s. net.)
English Grammar for Flemings, by E. V. Bleschop. (Leopold B. Hill, 6d. net.)
My Life, by Sir Hiram S. Maxim. (Methuen, 10s. net.)
Britain's Territorial in Peace and War, by F. A. M. Webster. (Sidgwick and Jackson, 1s. net.)
Spaniels: Their Breaking for Sport and Field Trials, by H. W. Carlton, Introduction by W. Arkwright. (Field, 3s. 6d. net.)

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AGRICULTURAL NOTES.

GROWING POTATOES.

THE Board of Agriculture, in view of the necessity of raising as much food as possible in this year of war, has sent out a special leaflet for the instruction of those who have only allotments or small gardens. It will be found useful by all who have not been previously interested in the cultivation of potatoes, but who recognise that this tuber really supplies a greater weight of food per acre than any other crop. The leaflet is therefore a good one to put into the hands of the men—either servants or occupiers—who will be engaged in doing this kind of gardening.

THE SOIL.

It is recognised that those who grow on a small scale have little choice of soil, and therefore must do the best they can with the means at their disposal. Light, well drained ground is the best, but heavy land may be made more suitable by digging and draining. Such weeds as couch grass, docks, nettles and so on, should be forked out and burned. It will be well for everybody to keep a garden fire going with all the refuse they can collect, for the supply of potash manures will be very limited, and it will be economical and effective to use wood and other vegetable ashes as a substitute.

THE TIME OF PLANTING.

The time of planting should be governed by the weather. No advantage is to be gained from putting in potatoes very early if the ground be sodden and cold. March and April are the best months, but potatoes planted under good conditions in late April are almost certain to do better than those planted under adverse conditions in early March.

THE CHOICE OF SEED.

There is always a certain amount of controversy about the size of seeds. Those who plant the very small potatoes which are sold under the name "chats" are helping to ruin the constitution of the plant. The Board of Agriculture says that very large potatoes should not be planted either; many will disagree with this. Excellent results have been got by planting such when the root is cut into sets. We are not sure that the best advice is to procure seed every alternate year from Scotland. A very practical course to take is to procure seed from a farmer who has obtained it originally from Scotland and grown it for one year. We can vouch for the results, and probably the explanation of them is that the potato needs a year in a country to be thoroughly acclimatised to it.

MANURE.

Many growers are unable to follow a counsel of perfection in regard to manure. They have to use what they can command. Nothing is better than the old system of putting in at the bottom of the trench a good layer of farmyard manure, which should not be too rotten, as there is little doubt that if the manure

continues to ferment slightly in the ground it produces a perceptible increase of temperature, which greatly assists growth. On heavy clays in the Home Counties farmers who grow potatoes reckon that fifteen tons to the acre is what the plant consumes, but if twenty tons to the acre are used, the ground will be put into better fettle for the next crop. If this is not available, an alternative is the use of a much smaller quantity of farmyard manure, say, 1½cwt. instead of from 2cwt. to 2½cwt. per rod, and it is recommended that to this should be added 1lb. of sulphate of ammonia, 2lb. to 2½lb. of superphosphate and half a pound of sulphate of potash. If potash cannot be obtained, then 2lb. of ashes from the garden fire may be employed. Very good results, indeed, have been obtained by the application of a liberal quantity of sulphate of ammonia. In an experiment conducted on Mr. Dunn's farm near Wragby, in Lincolnshire, the extra profit per acre from using sulphate of ammonia came out at £8 15s.

CULTIVATION.

Potatoes should not be planted too deep—5in. or 6in. should be sufficient in light, friable soil and 4in. in heavy land—because it is certain that warmth plays a very great part in the development of the potato. The sets should be put in very nearly 1ft. apart, and with about 2ft. between the rows. During the period of growth the land must be continually stirred and hoed. Earthing up is done for the first time when they are 6in. high, and again three weeks later. When potatoes are grown on a large scale the drills are raked down so as to bring the tubers, just as they are sprouting, nearer to the sunlight. This used to be done by hand with a rake, but an implement for the purpose is now in use to save time and labour. Of course, in the field the plough is used for earthing up, but a labourer with a hoe can do that work provided that the scale on which potatoes are grown is not very large. It will be a good thing this year for small growers to lift either alternate plants or alternate drills, so that the vacancy may be at once filled in with another crop. Cauliflowers, cabbages, broccoli, Brussels sprouts and so on follow potatoes very profitably.

VARIETIES.

In selecting the seed to be used it is good to remember that the quality most valuable is vigour. It is the strong, vigorous plant that defies the wart disease. Therefore, the best guide is to be found by enquiry as to the potato which succeeds best in the grower's district. The potato is very sensitive to climatic and other conditions, and the variety that does well in one neighbourhood will not necessarily do so in another. A list of recommended varieties is made by the Board of Agriculture, but its utility is open to doubt. It is certain that those who took it literally would in many cases be liable to disappointment. It is far better to follow the principle of choosing those varieties which are known to have done well in the district.

THE PAST SHOOTING SEASON IN NORWAY.

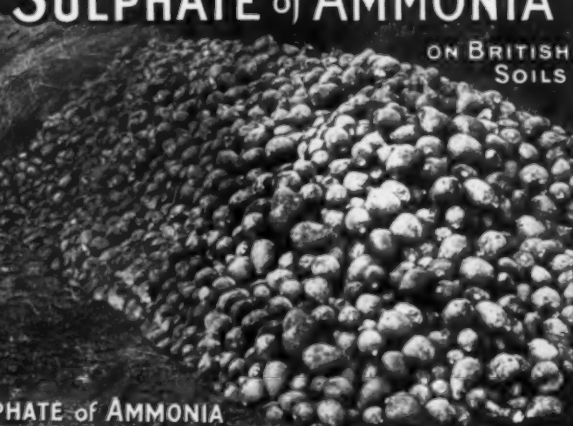
AS conveying in concrete form a good idea of the sport obtained in Norway during the past shooting season, the following particulars, collected with no small amount of trouble by the

secretary of the Norsk Jæger og Fisker Forening, are interesting. It is to be remembered, however, that the number of guns out was much smaller than usual on account of the war :

SHOOTING DISTRICT.																		
Repts.	Spotsmen.	Dogs.	Individual Shooting Days.	Repts.	Black Game.	Capercaillie.	Woodcock.	Snipe.	Duck.	Hares.	Other Game.	Total.	Average per Gun.	Daily Average per Gun.	Venison shot, exclud. of Grey Coats.	Venison captured.		
Osterdal	25	60	70	581	5,389	329	108	20	19	27	153	3	6,048	101	10	29	32	
Gudbrandsdal	19	48	66	500	3,558	143	18	11	182	41	166	2	4,121	86	8	42	0	
Valders	7	13	16	118	1,105	30	0	4	44	16	13	1	1,213	93	10	0	55	
Hallingdal	22	54	89	540	4,719	112	100	7	148	24	116	1	5,237	97	10	3	37	
Numedal	8	21	34	234	3,285	33	12	5	119	11	12	0	3,477	165	14	2	20	
Bratsberg Amt ..	11	30	47	284	2,797	66	35	15	30	13	56	8	3,020	100	11	17	0	
Nedenes Amt .. .	2	5	7	45	525	37	3	0	0	1	4	0	570	0	0	0	2	
Lister and Mandal ..	1	1	1	10	155	1	3	0	0	0	0	0	159	0	0	2	0	
Stavanger Amt ..	3	3	3	24	151	4	0	0	0	0	0	0	155	0	0	0	0	
South Bergenhus ..	5	11	13	40	601	12	0	0	0	0	0	0	613	65	15	0	0	
North Bergenhus ..	5	11	10	95	822	10	0	0	0	8	0	0	840	76	9	1	0	
Romsdals Amt .. .	3	4	5	16	225	2	0	1	0	2	1	0	231	0	0	0	0	
South Trondhjem ..	12	23	21	171	1,468	43	11	11	28	10	2	3	1,576	69	9	14	46	
North Trondhjem ..	7	12	12	106	1,387	11	12	1	1	4	0	3	1,419	118	13	11	133	
Totals	130	296	394	2,764	26,217	833	302	75	571	157	523	21	28,699	970	109	121	325	

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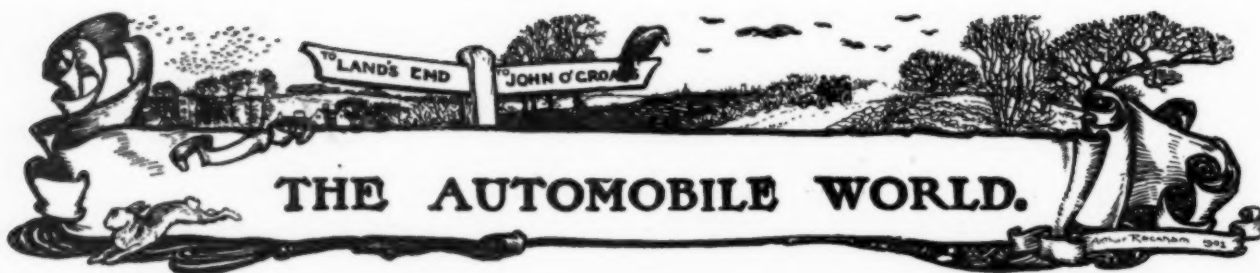
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THE MODERN LIGHT CAR.

BY far the most interesting development in automobilism during the past two years has been the introduction and growth to maturity of the light car. It is, perhaps, scarcely correct to refer to the introduction of the small motor vehicle as having recently occurred, for machines which were known as light cars were in existence during the early years of the present century, and there was even a light car trial organised by the Royal Automobile Club so far back as 1904. The light cars which figured in that competition, however, were scarcely comparable with the present-day production, for the former represented a class apart, whereas the latter, as a rule, are perfect reproductions on a small scale of the large motor-car.

It may be said, speaking generally, that the year 1914 was the first in which the modern light car came prominently before the attention of the public; for, although during the previous year the miniature chassis had made its appearance and had actually taken part in one or two important competitions organised by the Auto-Cycle Union, the makers who devoted attention to the subject prior to 1914 could be numbered upon the fingers of one hand. Those pioneers, however, deserve the thanks of the motorist with a slender purse, inasmuch as it was to the success achieved by such machines as the first little Singers, Standards and G.W.K.'s that was due the impetus given to the light car movement during the early months of last year. Needless to say, when once the feasibility of constructing a miniature motor-car at a moderate price had been proved, many manufacturers were ready to take a hand in this new branch of the industry, and the competition which arose was all to the good as regards both keeping the selling price within bounds and improving the type without unnecessary delay.

To some extent the year 1914 must be regarded as an experimental period, and it is not without interest briefly to review the lessons then learnt in the light car field. In the first place, before the end of the year it was fairly generally admitted that the "cyclecar" was not likely to enjoy any great degree of success. The cyclecar was, as most of our readers will be aware, a hybrid vehicle which exhibited some of the characteristics both of the motor cycle and of the car proper. It was placed under the control of the Auto-Cycle Union—a body which,

as its name implies, was originally established to encourage the development of the motor cycle—and it was rigidly limited as to both the cubic capacity of the engine and the weight of the chassis.

The maximum cylinder capacity of the cyclecar was fixed at 1,100c.c., and the chassis weight was not to exceed 6cwt. or 7cwt. for the complete vehicle with body installed. Before long it became apparent that this chassis weight was too low, and quite a number of makers preferred to disregard the arbitrary limit and so disqualify their machines from taking part in cyclecar competitions rather than to cut the weight unduly and so produce a chassis which was not able to withstand for long periods the considerable stresses to which small high-speed vehicles are subjected on average road surfaces.

As the result of considerable agitation during the early months of last year, the weight limit for cyclecars was abolished, and then the only distinction between the light car and the cyclecar was the latter's restriction as regards engine size to 1,100c.c. Perhaps naturally, the abolition of the weight limit led in many cases to a modification of cylinder capacity, for the 1,100c.c. engine, efficient as it can be made, is somewhat highly taxed when asked to propel a car weighing perhaps 11cwt. or 12cwt. It was just at the time that an uneasy feeling was making itself felt that larger engines were required that the R.A.C. decided to organise a light car trial in the Harrogate district, which took place in the late spring of last year. The club fixed the maximum engine size at 1,400c.c., and the competition proved that, at any rate so far as the two-seater is concerned, this limit is sufficiently high to enable the designer to construct a thoroughly serviceable vehicle.

As was only to be expected, however, even after the light car trial, a large proportion of the manufacturers of small cars restricted their engines to the 1,100c.c. limit, chiefly for the reason that their plans had been laid for an output of this type of motor, and the results achieved with it had been sufficiently good to justify a continuance of the original policy for the remainder of the year. But in laying their plans for the present season many of them have abandoned the former limit and are building motors with a capacity between 1,200c.c. and 1,500c.c. At the moment, then, although there is no stated definition of a

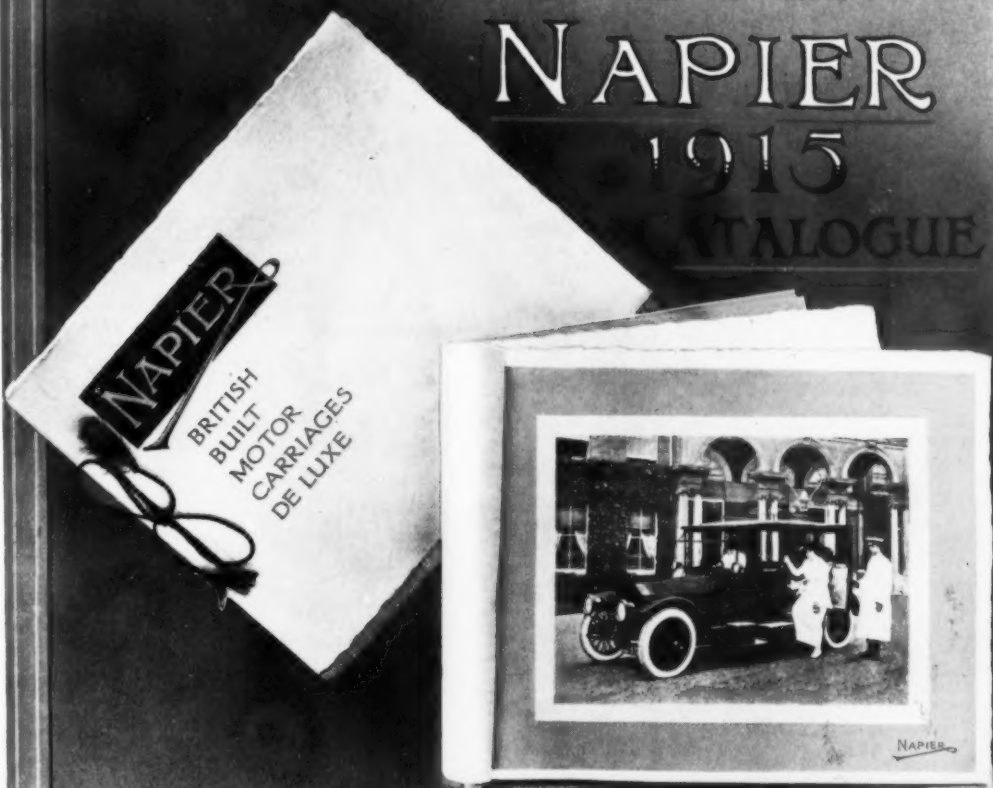


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light car, it may be taken that the type is represented by any chassis with an engine not exceeding 1,500c.c., the chassis weight being immaterial, but necessarily kept within limits by the danger of overstressing the engine by imposing unnecessary weight.

Widely divergent opinions are now being expressed as to the desirability of constructing light cars with four-seated coachwork. Our own view of the matter is that the light car is essentially a two-seater, and that the introduction of the four-seated vehicle is not to be recommended, since if the gear ratios are to be kept reasonably high, the vehicle, when fully loaded, is almost certain to be sluggish on hills, while if the ratios are reduced to the requisite degree for satisfactory top gear hill-climbing, the speed on the level will be considerably reduced, engine revolutions will be increased and with them vibration, and petrol consumption will go up appreciably.

To return to the lessons learnt in the light car field in 1914. Progressive designers discovered that quite remarkable power could be extracted from small cylinders when speed is practically the only end in view. The knowledge so gained has been, and will be, of great value in the future, and for this reason a debt of gratitude is owed to the cyclecar cylinder capacity limit of 1,100c.c., since for some considerable time the small racing engines might not exceed this figure and had to be very cleverly tuned for competition work.

Then, again, it was found that the one and two cylinder engine had no chance against the small four cylinder, the consequence being that now there are very few light cars or cyclecars equipped with power units of the former type. In the same way it was realised that as a means of power transmission the belt, though excellent in some respects, was not regarded with so much favour as was the propeller shaft with bevel or worm final gearing. Belt drive is still fitted on a few machines, but in all probability it will become extinct for four-wheelers. One of the chief failings of the early light car and cyclecar was the tendency for the engine's cooling water to boil away under adverse conditions, many an otherwise good performance in competitions being marred

by involuntary stops for filling the radiator. The tests and trials held during 1914 emphasised the need for improved cooling, and we now find that the light car radiator, while remaining small, is well up to its work.

As regards the chassis generally, the earlier models were built on the light side, chiefly owing, as we have said, to the endeavour to keep within the 6cwt. chassis limit imposed by the Auto-Cycle Union for cyclecars. The abolition of this limit has resulted in the production of far more substantial chassis, which should be fully equal to withstanding normal stresses for years. A consideration of the present position as regards coachwork and fittings scarcely comes within the scope of this article; but we may remark that one of the most noteworthy tendencies of the time is the desire on the part of the manufacturers to turn out their small vehicles with exceedingly comfortable bodies, fully equipped with all desirable accessories and, in many cases, with dynamo electric lighting installations; in certain instances, even electrical self-starters can be provided at a small extra cost.

In conclusion, perhaps we may be allowed to utter a word of warning in this matter of luxurious accessories on light cars. As optional extras there is no objection to them, but as, month by month, it becomes more the fashion to supply a standard model completely equipped, there is the danger that lighting and starting outfits shall be made compulsory adjuncts of the vehicle, so putting it as regards price out of the reach of a large number of would-be owners. It must always be remembered that the light car was primarily designed for the poor man, and it should be constructed and sold principally for this class of customer. If the rich man needs additional refinements, well and good, but they should not be thrust upon the individual who feels that he can quite well do without them.

DRIVERS IN PRIVATE SERVICE.

IN the early days of the war the number of men offering themselves for war service as drivers was considerably in excess of the demand. Since that time the supply has gradually been absorbed, either in connection with the rapidly increasing fleet of lorries or as a result of the enormous number of motor ambulances put into service by the British Red Cross Society and other organisations. At the present moment there is good reason to believe that any well qualified driver of suitable age and physique would have no difficulty in finding occupation in the A.S.C. In fact, it is high time for car owners to ask themselves whether they are any longer justified in keeping in their employment good drivers of serviceable age, unless exceptional circumstances necessitate a deviation from the general principle that such men should be freed for military duty.

The percentage of employés of the omnibus and cab companies now at the front is very high, and it is doubtful whether it is possible greatly to increase the supply from such sources without disregarding the ordinary age limit or refusing any recognition of the convenience of the general public. Similarly, it is not desirable that trade motors—the use of which is often necessary in the interests of trade generally—should be laid up for lack of drivers. The supply could be increased with the least inconvenience by the hearty collaboration of car owners.

SOME SUBSIDIARY GERMAN MILITARY MOTORS.

Now that it is generally realised that the motor can advantageously be used for any form of service to which a vehicle of any kind can be put, one expects to hear of plenty of new spheres

of utility for it in connection with the war. Outside the main services of transport wagons, ambulances, armoured cars and the like, it appears that the Germans are using motors as portable stores of medical and surgical materials. We hear that some cars are even employed to run right up to the trenches with supplies of drugs and dressings. German omnibuses and



A TWO-SEATED 12 H.P. ROVER.

chairs-à-bancs have been converted into twelve-stretcher ambulances, while miscellaneous vehicles undertake the distribution of letters.

Rather an interesting scheme is the equipment by the Germans of a motor power laundry to work in conjunction with the field hospitals. This outfit consists of a tractor and three trailers, and the whole train carries a very complete equipment of the necessary machinery and supplies. The tractor itself brings in the clothes to be washed to a sorting tent erected near the train, and methods of disinfecting are provided to deal with clothes that need more than the usual share of cleansing to make them fit for further use.

AN APPEAL FOR COMFORTS.

A strong committee has been formed at Reading to collect comforts for motor transport drivers and men of the A.S.C., M.T. The committee propose to make use of the depot at Avonmouth, and to distribute supplies to the men as they embark. There is an organisation already in existence for supplying comforts to these men after they have landed in France, but it appears that difficulties arise when men proceed direct to the front on landing and do not touch at the base supply depots. Hence the Reading committee believe that there is ample room for their organisation also. They would welcome gifts of disused waterproofs, rugs, motor clothing, socks, gloves, mittens, shirts, etc., which should be addressed to the Hon. Secretary, Reading Motor Transport Aid Committee, at the Y.M.C.A. Headquarters, Reading, where the goods will be sorted to be forwarded to the officer in charge at Avonmouth. Donations would also be welcomed, and should be addressed to the Hon. Treasurers of the fund, Messrs. Barclay's Bank, Reading.

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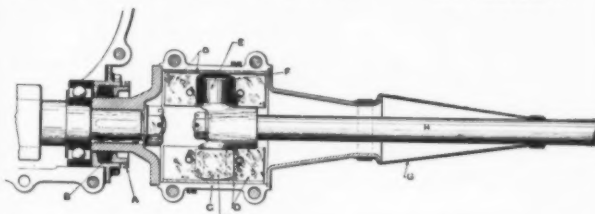
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It will be seen that the Universal Joint consists of a Box, "C," lined with detachable hardened steel liners, "D," and running in this box and attached to the propeller shaft, "H," are two cross pegs, "E," fitted with detachable hardened square steel blocks, "F." These pegs, with their blocks, are free to slide end ways in the casing, "C," over the hardened faces of the steel liners, "D," in order to take up end movement caused by the up and down movement of the Back Axle. The box part of the joint, "C," is fitted with a screw plug (not shown) through which grease and oil for lubrication may be easily inserted. It will be seen that a large quantity of lubricant is held in the joint, and that the front or open end is thoroughly sealed by a leather bag, "G." Very little attention is required, although this is the most important and hardest worked joint on the Car.

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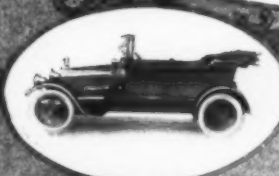
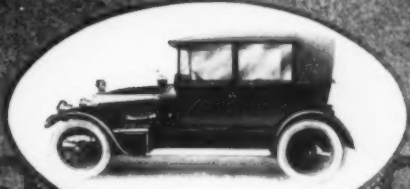
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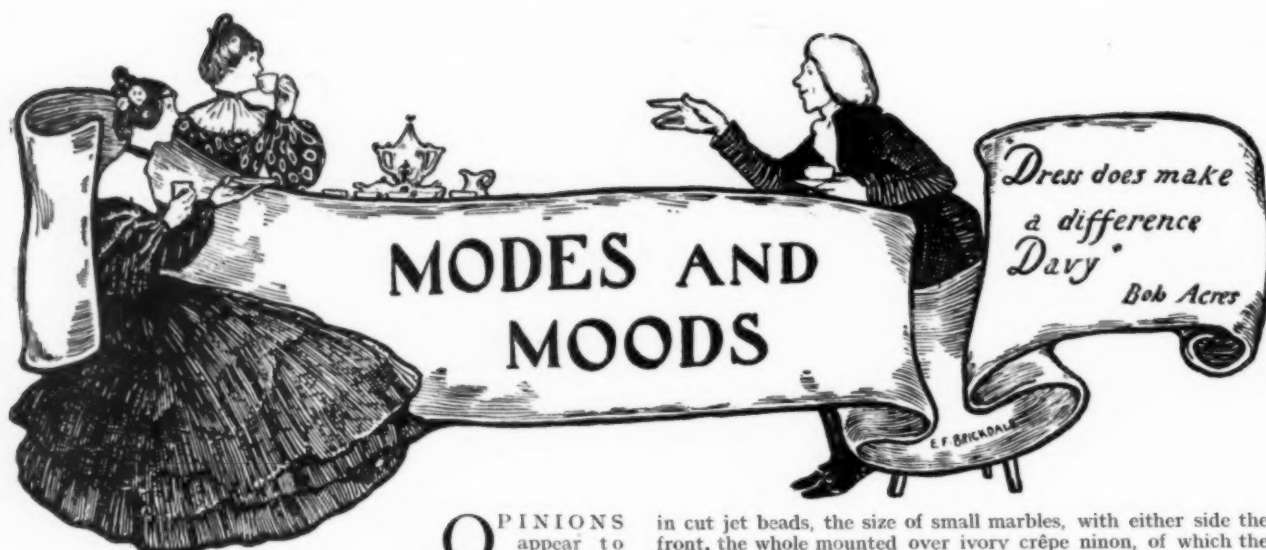
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OPINIONS appear to differ more sharply every day as to the right and the wrong of our maintaining in England, as far as possible, a normal social existence. Modified as this is, it is frequently compared—and unfavourably—with the really subdued state of affairs in Paris. Even the soldiers returned from the front are by no means agreed on this point, some averring that if we had only been for a short space in touch with the acute tragedies of the war we should have no heart for the mildest of festivities or reactions; whereas, others, the moment they put foot on English soil, contrive to shake themselves free from trying recollections, and absolutely refuse to discuss the war in any of its aspects. The latter welcome the opportunity that awaits them this side the Channel to forget for a day or two the horrors they have been through and are returning to. Then a very strong point in favour of keeping the social ball rolling is the grist it brings to the shops, restaurants and the deeply tried theatrical and musical community. And in every one of these quarters things are, despite the tension that still obtains, looking up.

In the shopping world there have been, and are still being held, the customary spring shows, where women foregather to learn in general the new season's move on the part of the autocratic dame who rules our modistic destinies. And from certain interested enquiries I gather the consensus of opinion is one of approval. Naturally there is some wailing over the complete inability to bring a last year's possession into line with the prevailing decrees. There is positively no sort of resemblance, the whole scheme having been reversed by full skirts being substituted for tight and tight bodices for full. The time has passed for so much as utilising a jupe of last year as an underdress without drastic alterations, the slimness of these being more an effect than an actuality due to the contrast afforded by the full tunic.

A case in point is very clearly demonstrated in the original design pictured of a quiet evening gown, the underskirt of soft black satin allowing for a perfectly free and easy movement. The model is very typical of what is worn, the full tunic of black tulle being bordered with a broad band of veiled gold lace, finished at the lower edge with large cut jet beads. The same gold lace, which is of a dull rather than a bright character, fashions the under-bodice and short sleeves, over which are carried softly draped handkerchief points of black tulle, the décolletage stitched with a close line of the large jet beads, which are also repeated on the quaint little cavalier cape, swung from the shoulders at the back. This cape is a very favourite adjunct at the moment, and unquestionably gives a *chic* to the dress under discussion, which is in every other respect of the most simple and quiet order. The waistbelt suggested is of black satin, with the customary floral posy thrust into the folds in front; but if a break were thought desirable to the scheme, a short jade green and gold tissue ceinture would be effective, or the edges of the black satin could be just turned over with a coloured metal tissue.

There is no shadow of doubt at all as to the approval showered upon jet beads and embroideries. Maybe the fancy is the outcome of necessity, black being the prevailing evening wear and a largely dominant factor in that for day. Underskirts to these full tunics are to be seen of finely sequined net, merely lined with plain net, while the corsage and upper part of the skirt are adorned with looped chains of jet beads. In fact, modistes over here are bestowing very significant attention upon jet embroideries, employing skilled hands for the purpose, also designers to bring about exclusive and beautiful effects.

Another black evening toilette eminently elegant boasted a trained skirt of black charmeuse, that fell in long, clinging folds. There was a tunic of black tulle, only moderately long, finished with pipings of satin, and mounted at the back only on to a pointed yoke of hand-jetted net. For the simple little cross-over corsage, arranged to leave a rather wide V, jetted net was exclusively employed, a pronounced *motif* carried out

in cut jet beads, the size of small marbles, with either side the front, the whole mounted over ivory crêpe ninon, of which the short, draped sleeves were likewise made.

A few weeks back I mentioned the vogue coming in for plain white muslin shirts, not the soft, clinging type of shirt, but a more crisp affair, due to the French quality of clear muslin used in their creation. These are now well established, and are more enchanting than words can adequately convey. Hand-stitched single tucks, together with masses of well pressed,



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small box pleats, provide the chief decorative note, the *chic* of these models depending in no sort on any extraneous decoration of lace. One cut with the new Raglan sleeve, that is carried up square into the neck, had the front arranged in alternate box and single pleats, packed closely together, while the shoulder part of the sleeve was also laid in groups of tucks, the neck finishing with an extremely high black ribbon velvet collar, surmounted by a dainty *plissé* rill of the muslin, similar frills occurring at the wrist, held by narrow bracelets of black ribbon velvet. Although the high, close collar is exceedingly prevalent, it does not entirely monopolise this particular lingerie situation.

Some equally attractive models, and as simple, are fashioned with V-shaped fronts, surrounded by great double *plissé* frills, which are thrown open until the back is reached, when they are swept upwards and literally envelop half the head. One has only to see these models to fall down before them in abject admiration.

From the Editor's Bookshelf.

Within the Tides, by Joseph Conrad. (J. M. Dent and Sons.)

IT is not difficult to understand why some people cannot read Mr. Conrad. He winds himself up laboriously, after the manner of a hammer thrower twirling round and round in his small circle, and he often comes to the point only through rather cumbrous devices; but a virtuous resolution not to mind these things will meet with a noble reward. The first story, "The Planter of Malata," is the least satisfactory. "To whom could it have occurred that a man would set out calmly to swim beyond the confines of life—with a steady stroke—his eyes fixed on a star!" That is a fine idea and a fine ending, but it seems to contain the germs of the story's weakness. We confess that it did not occur to us why certain people should do and feel certain things: we were kept continually wondering whether we quite understood. It is all a little baffling. That cannot fairly be said of the other three stories. In each of these, once his preliminaries are over, Mr. Conrad takes a fierce and unmistakable grip of us and never lets us go. He is more than a little horrible, for he has collected together some of the most abominable miscreants that were ever allowed to live on the earth. The hateful Frenchman in "Because of the Dollars," with his two stumps in place of hands, is fit to break a lance with Huish himself; and, indeed, this story of schooners and scoundrels and trading among mysterious islands gives us a thrilling sensation of the "Ebb Tide." "The Partner" tells of scuttling and insurance and murder on the wrecked ship at the very moment she is breaking up in the storm; and "The Inn of the Two Witches" takes us to the Peninsula and brigands and desolate Spanish mountains. It has a touch of Edgar Allan Poe about it, but it would be indiscreet to say more.

Seven Years on the Pacific Slope, by Mrs. Hugh Fraser and her Son. (Werner Laurie.)

WHEN writing of this delightful book, it is difficult to know which to put first, the country with its wild and formidable scenery, or the men and women so admirably described therein. When we are told that the State of Washington consists of 69,000 square miles of rich and for the most part uncultivated ground, it seems just a very big bit of country; but perhaps the size is brought home to us more rapidly when we read on and discover that there is a district the size of England where beautiful new cities have sprung up, watered by five strong rivers, and that there are 23,000,000 acres of forest besides. Washington is bounded on one side by the Rockies, and on the other by the Pacific. It was in the Valley of the Methow that Mrs. Fraser spent seven years. She tells us that the men and women in the book are real, and that we shall find few wholly admirable. "Even the least satisfactory had left everything behind, and faced the enormous West, with its huge blind chances of good and ill; and it takes courage to do that; and they had had the nerve to try; and whatever the result, we may be sure Heaven loves a trier." Among these Dick Mackenzie, horse dealer before all else and father of an amusing family to follow, stands out pre-eminent. The long winters reaching from November to March would chill the heart of most people; but Mrs. Fraser has wrapped them in wonderful robes of poetry and mystery, finding also much to amuse and interest in the restricted lives of the settlers.

The Voice of the Turtle, by Frederick Watson. (Methuen.)

"CHARMING, but uneven," is the inevitable verdict on *The Voice of the Turtle*—a suggestion that the harbinger of spring has not yet fully realised the extent of his vocal powers. Certainly the book is varied. Starting with a somewhat vague minor prelude on appendicitis, it develops an almost rag-time theme when Mr. Floss, the successful business man from Bolton, buys a country estate in order that Mrs. Floss may drown the irritating triangle of the Jenkinsons—also from Bolton—with her own social trombone; becomes dangerously reminiscent of the sentimental ballads of the late Victorian era when the love interest awakens; and ends with the joyful noise of the "Wedding March." But after all, the main thing is that it is musical throughout. The lovable Meg Floss, her attractive father, and Rabbits—the lonely little boy whose life is one strenuous effort to maintain the romantic interest of the past in a too prosaic present—see to that. Rabbits, on his pony Jumps, abducting the gardener's little girl by the hair of her head, in the approved manner of the Middle Ages, inveigling the innocent Mr. Floss into poaching his neighbour's trout, above all, reading his father's address, "For use in case of sudden death," at the funeral of Bertie the canary, murdered by Buckingham the cat, is the best thing in a cheery and readable story.

The Man and the Moment, by Elinor Glyn. (Duckworth.)

WHETHER or not the reader likes Mrs. Glyn's new novel must depend a good deal on his appreciation of her hero, Michael Arranstown. He is described as possessing a quality called "it"; according to the heroine, the lucky possessors "can sin and err in every way and yet there is something about them which causes them to be forgiven and which even causes pleasure while they are sinning." He is also supposed to be the head of a noble family of great antiquity, and he describes himself as "a very strong man with tremendous passions that have always been in my race." We must confess that he struck us only as a rather violent and underbred young man, and we did not understand why ladies should fall so prostrate at his feet. Consequently, we were clearly not in quite the right frame of mind. Our sympathies were not with Sabine, the American heroine, but with her friend Moravia, who preferred Michael's older, more tranquil and much more prettily behaved friend, Lord Fordyce. The way in which Lord Fordyce capitulates to the overt blandishments of Moravia, about half an hour after his heart had been broken by Sabine, is certainly a little startling, and, indeed, there is a good deal in the book that is rather abrupt and surprising. Mrs. Glyn has a certain "way with her" and can tell a story briskly and smartly, but we liked her better when she was more maliciously amusing and less seriously occupied with these rather overpowering young men.

Makers of New France, by Charles Dawbarn. (Mills and Boon.)

MR. DAWBARN'S style is essentially journalistic; sometimes, indeed, he writes with the rather breathless and exhausting enthusiasm of the interviewer. His book has not many claims to a permanent place on the shelf, but it comes pat to the occasion when we are all interested in France and its leaders, and it is easy-going and entertaining reading. The fifteen Frenchmen and two Frenchwomen who are sketched for us represent widely varying walks of life. There are soldiers, politicians, artists and men of science; Madame Paquin and her frocks and Mlle. Miropolsky, the Portia of the Law Courts. Mr. Dawbarn tells us the distinguished things they have done, but he has not disdained tit-bits of more intimate and personal gossip—whose father kept a little shop, whose wife is said to help him in his work and so on. We see M. Bergson disguised as his own gardener in his rose garden, telling inquisitive visitors that the philosopher is away and will certainly not be back all day. We hear how M. Blériot's eldest little girl expatiated proudly on her father's feat of flying across the Channel: "Et vous savez la mer est grande." In fact, Mr. Dawbarn proceeds, to some extent at least, on two guiding principles that have made the success of certain modern journals: he appreciates the popularity of the private life of public characters, and he says nice things about everybody. Now and again he makes us feel slightly degraded in our own estimation, but we willingly confess to having read him, as will many others, with a great deal of interest.

With the Allies, by Richard Harding Davis. (Duckworth.)

THE war correspondent's activities have been severely limited during the present war, but Mr. Richard Harding Davis has, nevertheless, produced a book much of which is remarkably dramatic and exciting. It is flattering to British self-satisfaction, because though Mr. Davis is, of course, an American, he entirely declines to respect President Wilson's wishes that he should maintain a mentally neutral attitude. He is full of admiration of the Allies, and expresses in no measured terms his loathing for the Germans. He was at Brussels when the Germans entered it, and his description of the endless grey green lines passing through the city for three days and nights is a fine, picturesque piece of journalism. He also passed through Louvain in a train when it was still blazing and the Germans were exulting in its destruction; but the most interesting thing in the book is the author's account of his own personal adventures when he attempted to advance from Brussels with the German army. His arrest as a spy, his eventually successful struggles to avoid being shot, and more especially his arguments with a young staff officer whom he christened Rupert of Hentzau, are told with unflagging spirit and a not unpleasant touch of humour.

Red Hair, by Robert Halifax. (Methuen.)

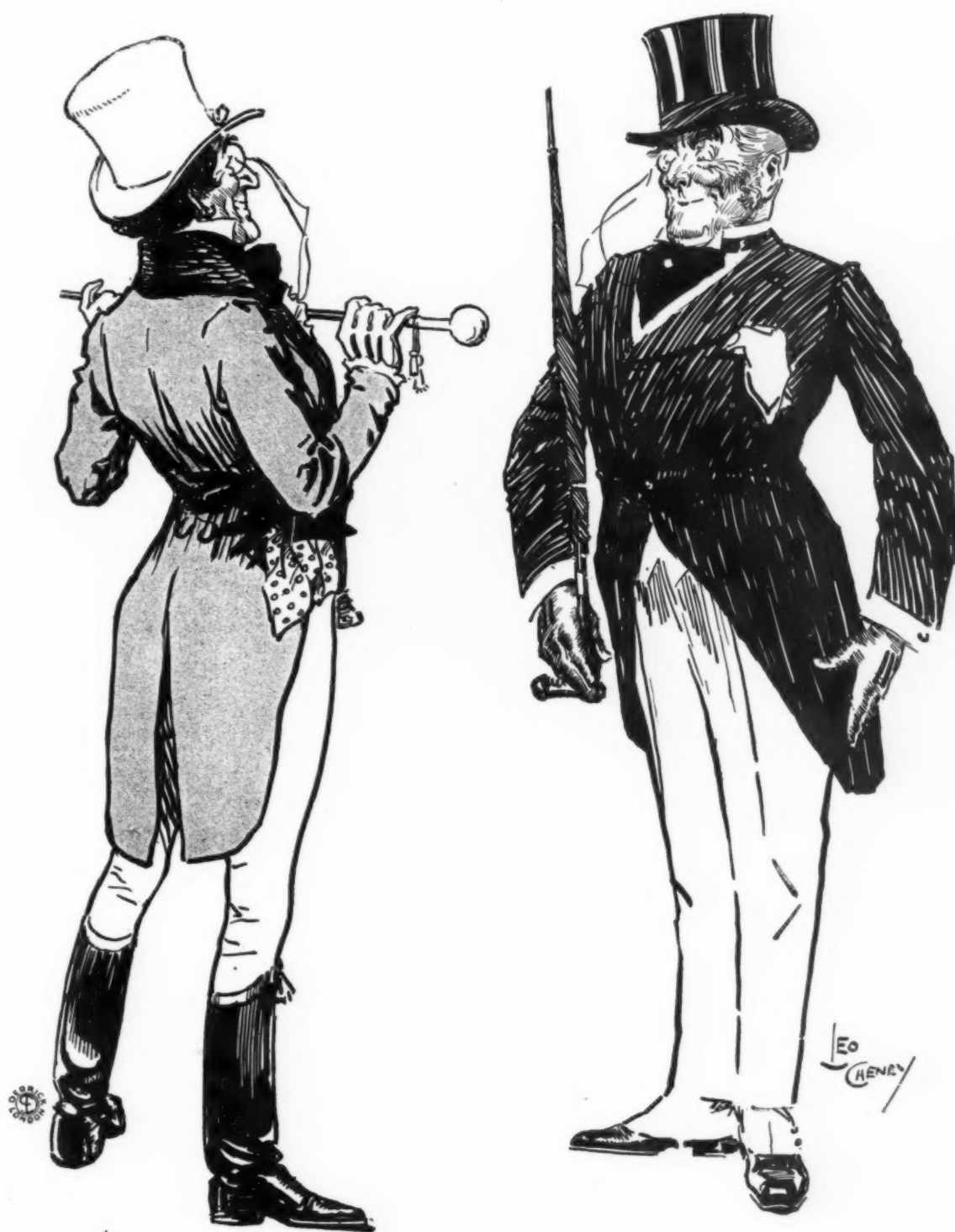
THE author understands thoroughly well the habits and language and humours of those who dwell in the mean streets of Islington, where this story is laid. Several of his characters are admirable—the talkative, cunning, spiteful Mrs. Gundy, the kind hearted, muddle headed Mr. Whirl, and Scottie, the little shoeblack. The long, wandering and irrelevant conversation between Mr. Whirl and his neighbour as to the merits of their respective Sunday papers, while they smoke their pipes in their back yards, is, in its own way, a small masterpiece. At the same time, though it has such good things in it, the story as a story is not entirely successful. We can believe to a certain extent in Kate, the heroine, so passionately sensitive as to her red hair, which causes her acquaintance to hail her as "Ginger" or "Copper-nob," but her lover seems to us altogether too baffling and shadowy a personage. When Mr. Halifax leans towards tragedy he does not quite carry conviction; but his comedy makes pleasant reading.

In the Land of the Sun, by H.R.H. Prince William of Sweden. (Eveleigh Nash.)

PRINCE WILLIAM OF SWEDEN visited Siam in 1911, in order to be present at the Coronation of the new King. He stayed some while in Bangkok and afterwards visited Burmah, India and Ceylon. He shot buffalo at Korat and leopards in Cooch Behar, and everything he did he clearly enjoyed. He has nothing particularly original to say, but his enjoyment gets sufficiently into his ink to make him pleasant reading. The book is illustrated with a number of excellent photographs—some of architecture, some of animals and some of particularly attractive human beings, such as the little children with very little on in a Bangkok pawnshop or the Prima Ballerina of Phnom Penh.

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RACING NOTES.

By our Racing Correspondent.



THE RACECOURSE HOSPITAL AT CHELTENHAM.

Interior of a ward.

THE side issues raised by those who deem it wrong that racing should be continued while we are at war having been relegated to their proper place, broader issues remain. By the time these notes appear they will have been discussed and adjusted by the Stewards and members of the Jockey Club, to whom it may be safely left to arrive at a decision at once just and in accordance with the true translation of public feeling. Nor do I doubt for a moment what their decision will be.

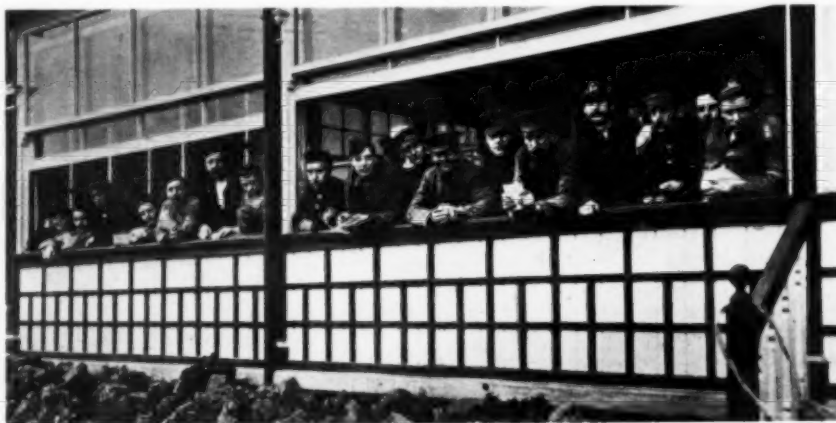
Meantime, we can turn with feelings of satisfaction to the successful meeting held under the auspices of the National Hunt Committee at Prestbury Park last week. Here thousands of men in khaki were present, and from the balcony of the hospital in the stands wounded soldiers and their nurses were looking on, being interested in the racing, until from the military hospital at Newport a contingent of wounded but happily convalescent soldiers had been sent to "enjoy a day's racing." What, it may be asked, do the well meaning folk, who urgently proclaim that it is "wicked and indecent" to visit a racecourse while our gallant soldiers are "in the trenches," make of this? Were these men "wicked and indecent"—men who had borne themselves like heroes, men of whose kindness to little children, chivalrous and considerate care for women and unhesitating generosity we read in the newspapers day by day? Are they devoid of feeling? What, too, would weak-

kneed sentimentalists have said if they had witnessed—it is to be hoped some of them were present—the tremendous scene of enthusiasm when Major Purvis—on leave from the front—rode the winner of the National Hunt Steeplechase, four miles over a country, with five-and-twenty beaten opponents behind him, and that on a horse owned and trained by himself. A fine performance indeed it was, for the gallant major is—well, I think I am right in saying that he will not see his fiftieth birthday again. Be that as it may, let us hope that he will see many another birthday

and find another horse as good as the "grey" which carried him to victory on Wednesday last. Major Purvis, I think, bought Martial IV somewhere up in Northumberland, but I do not know exactly how the horse is bred. He is by Harvest Money, a King's Premium sire, but I have not been able to find his dam, Majesty, in the Stud Book. Harvest Money is by Doubloon out of Corn Rose, by Cornfield, a mare by Raunds out of Patty, by Knowsley. Other important races at the meeting were the Cheltenham Grand Annual Steeplechase, won by Wavylace, belonging to Sir G. Bullough (another "khaki" man); the Gloucestershire Hurdle Race, credited to Mr. B. Parr's Oppliger; the Coventry Handicap Steeplechase, which Mr. F. Barker's mare, Lamentable, won by a head from Colonel Birkin's Queen Imaal; the Fox-hunters' Challenge Cup, presented to Lady Bullough by Denis Auburn, who will do duty for her in the Grand National; and the County Hurdle Handicap, in which a most popular success was scored by Lord Coventry's Full Stop. Altogether a very successful meeting, thanks in no small measure to the able management of the Messrs. Pratt.

A meeting, too, which left us in no manner of doubt as to what our soldiers think of the "iniquity" of racing being continued while we are at war. Now about the races.

Assuming—I do not for a moment doubt—that the flat racing season will be duly opened at Lincoln on the 22nd, and that from Lincoln we shall, as usual, go on to Liverpool, something must



ON THE BALCONY.

The patients are interested spectators of the racing.

be said about such races as the Lincolnshire Handicap and the Grand National Steeplechase.

Which of the thirty-two horses left in the race at Lincoln is going to demonstrate that Mr. Ord had taken too lenient a view of his merits? Some good judges incline in favour of the top weight Maiden Erlegh (9st.), undoubtedly a horse of class in the handicap line of business; but then there are her two stable companions, Honeywood (8st. 8lb.) and Irish Chief (7st. 9lb.). All I can say is that if all three are fit and well, and that at their



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respective weights either Honeywood or Irish Chief should be capable of beating Maiden Erlegh, that one will very likely win the Lincolnshire Handicap. Blue Stone (8st. 6lb.) and Rad'ant (7st. 12lb.) are both owned by Mr. J. B. Joel, but neither of them may perhaps be at his best just now. Jarnac II (8st. 2lb.) might make a good bid for the race, none the less that he will, I understand, be ridden by G. Stern. View Law (6st. 11lb.) seems to have been backed, and that is something, but the "book" says that Jarnac II ought to beat him, and by the same token that he has little in hand of Gunbearer (6st. 12lb.).

Then there is By George I, not overburdened with weight—7st. 11lb.—if able to reproduce his two year old form. This he either could not, or would not do last year; but he has lately been running over hurdles, and should, therefore, be fit enough. But is he good enough? For the answer to the query we must be content to wait and see what the betting may have to tell us. Outram (7st. 9lb.) won the race easily enough last year when carrying 8lb. less; but he might well have to be reckoned with again, for he likes the course and has done plenty of good work.

It might be worth recalling the fact that the French colt, Ob, won the race two years in succession, carrying 8st. the first time, 8st. 10lb. the second. Mount William (7st. 5lb.), winner of the Wokingham Stakes last year, is trained at Tilstead, and if the state of the gallops has been such that Mr. Farquhaison has been able to give him the necessary amount of fast work, the colt may, as the saying goes, "take a lot of beating." At six furlongs I see nothing in the race to beat him, and although, up to now, he has not won at a mile, I have a notion—no more—that he may do so at Lincoln.

Now about the Grand National. At the bottom of the handicap—9st. 7lb.—is Bachelor's Flight, an eight year old gelding by Flying Hackle out of Lady Dern, by Derrcleugh out of Lady Cecil, by Macgregor. This may be a good 'chaser—many people think he is—and if so is likely to prove a stumbling block in the way of each and all of his opponents. What his form in Ireland amounts to I hardly know, but it "reads" well.

Here it is: In 1912, won the Trial Plate at Longford by two lengths and the Railway Plate at Clonmel by a length. In 1913, won the Bray Handicap Steeplechase—three miles—at Leopardstown by twenty-five lengths; the Qualifying Plate—two miles and a half—at Baldoyle by five lengths; "walked over" for the Sutton 'Chase—three miles—at Baldoyle, and won the Iveagh Plate—three miles—at the Down 'Chases by four lengths. Then something went wrong with him and he did not run again till this year, when, emerging from a long period of retirement, he won the Sutton 'Chase—three miles—at Baldoyle, beating Postboy, from whom he was receiving 3lb., by ten lengths.

After this race Postboy was struck out of the Grand National, as well he might be, seeing that in that race he had been set to give 14lb. to Bachelor's Flight. It may be said that horses set to carry the minimum impost seldom win a Grand National; nevertheless, we saw Sunloch do so last year, and if Bachelor's Flight is anything like as good as we are told he is—as, indeed, his record suggests him to be—he must have a very great chance indeed of winning the big steeplechase on the 26th inst.

There is a prejudice against little horses in the Grand National. In that category are Ilston and Balcadden, of whom it may be that the former does not really stay. The latter, a wonderfully good all-round performer, does stay; but his most recent running—beaten by a head by Irish Mail at even weights in the Thames 'Chase at Hurst Park, and second by a neck to Redwood (receiving 5lb.) in a two mile hurdle race

at Hooton Park—requires some explanation from a Grand National point of view. A pull of 4lb. in the matter of weight may enable him to turn the tables on Irish Mail, but from what I hear he was blowing hard and was a little distressed when he pulled up after his race with Redwood, and there is only a fortnight in which to complete his preparation. There will be one more opportunity for referring to the race, but at the time of writing of the horses trained on this side of St. George's Channel, Silver Top, Denis Auburn and Irish Mail suggest themselves



W. A. Rouch.

MAJOR H. J. PURVIS ON MARTIAL IV.

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Winner of the National Hunt Steeplechase at Cheltenham

as likely candidates, but how they will fare with Bachelor's Flight remains to be seen.

TRENTON.

POLO PONY BREEDING.

By T. F. Dale.

WITH the thirteenth volume of the National Pony Society's Stud Book in our hands and the sixteenth annual show just over, we may well take stock of the gains and losses of the past year. There are at the present moment thousands of riding ponies in the Yeomanry and mountain batteries on the Western front. In the Eastern theatre of war pony lovers have been following with the deepest interest not only the Cossack raids, but the extraordinary transport work done by Siberian and other ponies for the Russian army. At this very moment on Dartmoor the wonderful native ponies of that country are being bought and trained for the transport of the Flying Corps. These are the days of the ponies. But the increasing use and estimation of small horses makes the problem of breeding them at once more interesting and more important. We are quite right in setting before ourselves a high standard for the larger riding pony.

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fingers of one hand. There are only five stallions in England which have sired playing ponies, and, of these, three are polo bred, and all are under 15h. I have no doubt that the raising of the height of stallions to 15h. was a mistake. There has not been, and I suspect there never will be, an instance of a 15h. stallion which is likely to be the sire of really good playing ponies. Such a stallion is too big for the large mares, too small for the little ones. A King's Premium horse is better for the mares with a good strain of mountain and moorland mares than a so-called polo pony stallion. It seems the evidence in the Stud Book of the entries at the show points to such polo bred as Field Marshal or small thoroughbreds like Right Forard, Bold Marco and Othrac as being more suitable for the big, well bred polo playing or racing mares. The 15h. stallion is neither a horse nor a pony, and he has pushed out our excellent polo bred stallions, for which a market was growing up in the Colonies and South America.

These 15h. dwarf horses do not seem to find great favour with the breeders and exhibitors of ponies. Out of 157 mares I find that only nine have been sent to thoroughbred 15h. pony stallions. All the rest have gone to polo bred stallions, King's Premium horses, Arabs, or the smaller and more pony-like thoroughbreds. The 15h. thoroughbred is an animal for which there is little or no use. Their stock, so far, has not distinguished itself on the polo ground or in the show ring.

The fact is that if we want a polo pony sire, a 14h. 2in. is the best, because it is a pony. If, by reason of the small size of the mare or her immediate progenitors, we do not want a pony sire, then a compact King's Premium horse is more likely to bring us what we desire. The majority of our stallion expenditure is a waste of money, for we are, to all appearance, spending it on a class of horse that no one wants.

It would not be worth while to alter the rule about the height of stallions. It would only be necessary to give the prizes to those animals which leave us the sort of stock we want. It appeared to me that the young stock at the late show were inclined to be on the leg, up in the air, and that there were no polo bred youngsters as good as we have seen, and in any case there are very few of them.

We have lately lost one or two large breeders, and in a short time the Grange Stud will be dispersed. Polo pony breeding is a pursuit which is more easily carried on in small than in large studs; but it is quite hopeless to expect any great increase in the output unless we can supply suitable stallions in larger numbers. We want, too, more security that the stallions we send out will leave a crop of foals behind. The polo bred pony has been the great success and the great disappointment of the National Pony Society. The ponies were good to look at, handy to train, admirable in the polo field; but they have failed to hold the affections of the men who bred them, and we see to-day the work of twenty years in danger, owing to the unfortunate introduction of the 15h. stallion—a nondescript, neither horse nor pony, and as a stallion a failure.

The Hunt Servants' Horses.

It was after hunting one day that it occurred to me what a great deal of work is done by a whipper-in's horse in the course of a day's hunting. We had had an excellent day, and my horse and I were both fairly tired out. We had tried to ride the run honestly according to our powers, yet what we had done was nothing to the achievements of our first whipper-in. But, then, I reflected that youth in the saddle and blood and condition under it would be the only way in which such a day's work could be achieved. There was one of those old foxes in the covert we drew in the morning which generally managed to get a start. Our whipper-in was, however, on the far side of the wood when the fox, having been headed from its usual line, came right back through the covert. Thus Charles had to come right through the wood to reach the pack. The hounds were running up-wind at a great pace, straight for another covert about a couple of miles away. I know it took those of us who were lucky enough to have obtained a start a great deal of pains to live with them. Just as I landed over a small hurdle I heard the pack turn to the left in covert, and, with every hound speaking as if they saw their fox, they raced towards the boundary fences we approached. Then came Charles' view holloa from outside, clear and sharp. How had Charles got thither in time to view the fox? He had come further than we, for the pack, running up-wind, went straight as a die.

Charles used his wits, but he must also have used his horse's legs to be where he was. In the next covert the pack changed foxes, or some of them did. It was a big covert, and there was a scent, yet once more Charles was at the far side in time to stop six couple of hounds off the fresh fox and to gallop off with them to where the huntsman was holding the line with about ten couple of steady hounds. When we drew nigh to the next covert, Charles came past me, nursing his horse carefully, but still getting forward. "Where are you off to, Charles?" "To the far corner of the pastures to catch a view and see we don't change." (Pastures, I should say, in our parts mean a fair-sized wood; I daresay in this case about sixty acres.) Somehow he did get there before the fox, and his view holloa once more brought the pack on to the line and finished the run. But think how much more his horse had done than mine. True, Charles is lighter than I am. But he had gone further and galloped faster.

In common with many other Hunt servants and some members of the field, the whippers-in seem to have an idea that the powers and pluck of a horse are without limit. One Midland whipper-in came swinging down to a fence which had stopped quite a good field. The horse was a bit blown, for John had come fast in order to turn some hounds. The horse went half over, half through the fence, put his forelegs in the ditch and rolled over. "Well," said John, "that's the way you do it, is it?" and the two were up and away in less time than it takes me to write this.

Whenever I see a horse like Charles'—clever, untiring and bold—I ask how it was bred. One of our farmers bought a smart cob mare from Wales; she had been a useful hunter mare. This mare, sent to a very well bred stallion belonging to the M.F.H., produced a sorry, rather three-cornered-looking colt. The M.F.H. bought it for his first whipper-in, Charles. There you have it—great-grandfather, winner of the Derby; great-grandmother, Welsh mountain pony, with ever such a remote dash of Eastern blood. X.

KENNEL NOTES.

DOGS IN ARCTIC REGIONS.

IN one of the most engrossing books that it has ever been my fortune to read, there is much about dogs. Robert Falcon Scott had a tender heart for the animals in his charge, and in that pathetic story of his last expedition, innumerable passages testify to his solicitude about their welfare, not merely because so much hinged upon it, but obviously on account of his genuine concern for their well-being. One wonders whether matters might not have turned out differently if the dogs could have been taken right through. When the ponies had been labouring hard, sinking deeply in the snow, Captain Scott wrote of the dogs—"travelling easily," "simply splendid," and so on. It is not my object, however, to traverse ground that will be familiar to most of my readers, no doubt, but to refer to the mysterious illness that carried off several quite suddenly. This "unaccountable sickness," as the leader calls it, baffled the post-mortem investigations of the scientists. Dr. Wilson suggested that the cause was a worm which reached the brain by means of the blood. Several small worms, known scientifically as filaria, infest the canine blood in certain countries, notably India, China, Japan and the Southern States of America, but are rarely found in Europe. Multiplying rapidly in the heart, they sometimes become massed into a ball, in which state, of course, they would be easily discoverable on dissection. The embryos, on the other hand, are too minute to be seen without microscopical aid, but they are said to be capable of blocking the small arteries, particularly of the lungs, brain or spleen. The symptoms described by Captain Scott are not dissimilar from those usually observed. The fact that one victim "seemed to have something wrong with his hind leg" is consonant with brain trouble.

Whatever may have caused the deaths of three or four of these Antarctic dogs, it is difficult to say if we should associate it with the Arctic disease that Peary found so fatal. This seems to be common in Greenland, where it is known as piblockto. At one period it was sufficiently prevalent to threaten destruction of all canine life, but happily its intensity has diminished of recent years. In reality, it is a form of madness, the sufferers howling and snapping, and refusing all nourishment. They often die of convulsions on the day of the attack, writes Peary.



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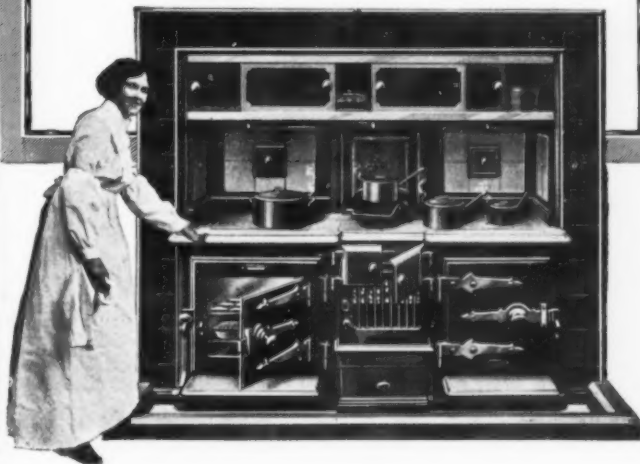
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whose team was depleted to some extent by this agency. Yet, on further reflection, one would not like to say that the filaria were not the means of compassing the deaths of these animals. Rabiform symptoms may be present, says an authority, or epileptiform convulsions and excitement. It is supposed that the embryo, voided by an infested animal, is taken up into the system of others through the drinking water. Other writers suggest the mosquito as an intermediary. At present no remedial agent has been discovered, the natural preventive—boiling all the drinking water—of course only being possible in the case of household pets. Arsenic is supposed to have been used with advantage in Japan.

BLOODHOUND PROGRESS.

Notwithstanding the untoward circumstances arising from the war, and the consequent cessation of all shows for a period, the committee of the Association of Bloodhound Breeders take an optimistic view of the future in their annual report just issued. While older breeders maintain their interest, new ones are continually coming in, and I suppose at no period have hounds been in a greater number of hands. This is always an encouraging sign, since the concentration of all the best in one or two kennels

tends to dishearten those who may not happen to be as successful, and retards the advent of recruits, who seek some breed in which competition is of a more open nature. At the present moment, a number of hounds being of nearly equal merit, one cannot possibly attempt to forecast the results at any particular show. Beginners may be rather bewildered by the changes of fortune that occur, but it must be remembered in connection with all breeds that if one or two specimens do not stand out indisputably beyond the rest, these reversals of decisions must necessarily occur. On the whole, it is not a bad thing that they should, and there is no question that it adds piquancy to exhibiting. Judges can never be made to think alike if there are half a dozen or more dogs pretty close together. It is when a really good one goes down before an inferior that people may begin to ask what is the matter. Even then one should not cast aspersions upon the honour of the judge, although they may fairly doubt his capacity. It should be remembered, however, that dogs have a habit of showing very indifferently sometimes, while at others they are at the top of their form. This peculiarity may often be noticed in two classes at the same show, and it needs a strong man to reverse his decision, as Mr. Temple did in the show ring at Cruft's, for instance. A. CROXTON SMITH.

FURNISHING FABRICS OF THE DAY.

WITH the shadow of war hanging over us and the personal anxiety for the safety of those dear to us, the average woman finds a difficulty just now in carrying on as in normal times.

Never were such strenuous demands made upon her sympathy and her generosity, and never was the necessity for economy so forcibly impressed upon her. The motto of those who perforce stay at home might truly be "Giving and Saving," for both seem to be equally our duty.

The giving, indeed, is an all too easy matter. The difficulty rather is to decide where to give first. The saving is not so easy, since when one comes to examine into the matter, that which at first sight seemed an economy frequently develops into an increased expenditure in the long run. For, however simple our tastes may be, a certain standard of orderliness and comfort must be maintained, and to neglect these essentials now only means an increased expenditure later on when we may be in a less favourable position to meet it.

The house, for example, always calls for a certain amount of redecorating and refurbishing in the springtime, which it would seem quite reasonable this year to forego. But what *can* be postponed now will in the course of twelve months be an absolute necessity, and will mean a far greater outlay if it is to be done thoroughly. From the hygienic point of view, too, it will be better to act as far as possible, as usual in this matter, for nothing has such a depressing effect upon the spirits as a room which in the sunny days of spring still holds in heavy curtains and covers the foggy, smoky atmosphere of winter. Life just now is quite serious enough without having to combat the physical depression attendant on dingy surroundings. One's home, just as much as one's person, calls for rehabilitation when the days lengthen. If an entire renewal is out of the question, at least one living-room and one or two bedrooms can be provided with fresh curtains and new loose covers, and even this little change will make an enormous difference to the general effect.

Fortunately, too, it is a change which can be effected at a very modest expense, since it is not a matter of costly stuffs or highly specialised workmanship, so much as of good taste. The materials *par excellence* for summer furnishing are, of course, cretonnes and chintzes, and during the last few years the design and manufacture of these has been brought to such a fine art that it is now possible to obtain the most exquisite things for a very moderate sum. Not only have modern designs vastly improved, but the reproduction of many of the fine old block prints of a century or more ago has made it possible for the possessor of beautiful old furniture to associate it with draperies that are really *en suite*, since they were evolved from a contemporary creative source. For chintz may be regarded as a classic material. Before its advent we had the wonderful printed cottons which, originating in Persia, achieved fame in the Western world chiefly through their further development in India, hence they were introduced into England by the

merchants of the East India Company. But the inauguration of a chintz factory in this country only dates from the end of the seventeenth century, when a French refugee settled at Richmond, and there instituted an industry already flourishing in his native land. From that time on English chintzes may be said to reflect the artistic and domestic development of the country. True they also reflected the influence of their Gallic origin for many years to come. Indeed, it was not until the Mid-Victorian Era that they may be said to have become thoroughly British in feeling, and that phase in their history is not one of which we may feel altogether proud, though it saw the introduction of some good patterns. The dyes used, however,



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were often harsh in the extreme, and the designs lacked the delicacy and balance of earlier days, while roller printing imparted a mechanical effect even to the best of them.

It was a period when, although the Englishman's home might be his castle, it certainly was not his art gallery, and the early efforts of Morris and his disciples to impart some æsthetic value to household essentials were unintelligible to the multitude. It is these pioneers whom we have to thank, however, for the revival of intelligent interest in things domestic and the resuscitation of the beautiful old chintzes of the best period of domestic art, some of which are illustrated here.

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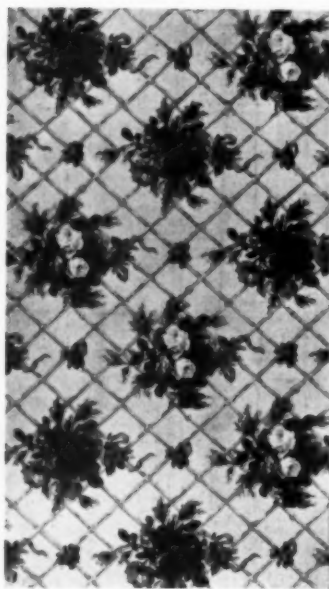


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chintzes. They have found endless sources of inspiration in the tapestries and brocades of the Italian Renaissance, the wonderful *petit point* of the Elizabethan age and the elaborate needlework pictures of the early Stuarts. From these they have evolved a class of design richly subdued in colour and generally formal in pattern, which form an ideal relief to panelled walls or setting for late Tudor and early Jacobean furniture. The brilliant and intricate designs of the Indian palampores are equally happy amid such surroundings, but they introduce an exotic note which may easily be overdone, and so must be used with caution.

Of more general interest are the real chintz patterns of the eighteenth century, first reproduced at the famous factories such as Jouy, and afterwards in England. It is curious to note how we Anglicised the Gallic originals to suit our native requirements. The early products of Jouy were evidently greatly influenced by the tastes of the court at Versailles close by. We find a realistic picture of swans in a lake, panelled between classic columns inlaid with fleurs-de-lys and entirely conventional flowers. Groups from the Greek mythology are framed in a frankly French treillage. Æsop's fable of the fox and the storks forms the subject of another chintz, and later, when the factory was subsidised by Napoleon, the great little man himself acquired a decorative value, and supplied the model for some extremely incongruous roles.

We adapted these subject designs very happily, but the light occasional treillage of the French designs became a set lattice background in most English designs, just as the filmy trail of lace which played so distinctive a part in many of the French designs became a solid ribbon scroll in ours, or was emphasised by a powdering of our national rosebuds, and the classic column or light panelled effect of others developed in the days of Sheraton and Adam into a regular stripe, to which the light floral design played a subordinate part.

Before this period, however, a flood of Chinese influence made itself felt, both in furniture and textiles. Chippendale was among those who succumbed to its fascination, and although it is by no means the best period of his work, the amount of Chinese Chippendale still in existence shows that it had a considerable popularity at the time. To manufacturers of fabrics these Chinese patterns opened up a fresh field of infinite possibilities, not only in design, but also in colour. They turned, in the first place, to

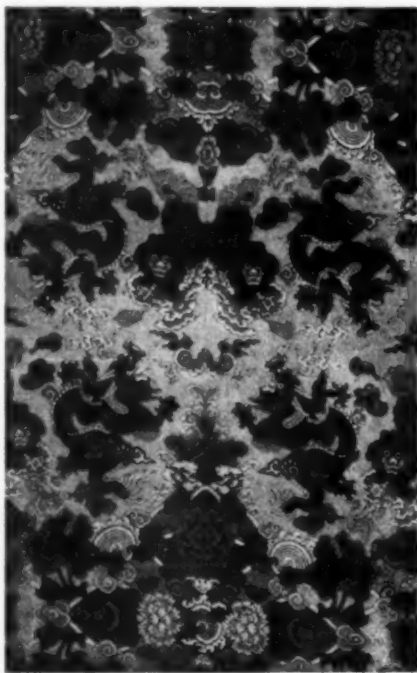
ancient porcelains for their models, and produced examples of translucent delicacy. The porcelain originals themselves play a large part in these designs, with floral patterns lightly thrown on a clear background, and later on, as the designers became more familiar with the various phases of Chinese art, dragons played an important part in their patterns, calling for a fuller groundwork, and this type of Chinoiserie has experienced a considerable recent revival.

The English patterns in the early nineteenth century became realistically floral, but they have, perhaps, almost more value in our eyes on that account, and it is remarkable to notice how very "live-withable" some of the smaller designs are to-day. Towards the middle of the century we evolved the "Macedoine," a closely massed pattern of fruit or flowers, with little, if any, groundwork showing. Both this and the many varieties of floral bouquets closely repeated have come into favour again in recent times.

Of modern design the most remarkable phase is that which owes its inspiration to Leo Bakst, and which has been so brilliantly exploited by his followers, with Grout at their head. The whimsicality and mock simplicity of the Futurist drawing and crude colouring has a certain attractiveness, though they require extremely careful treatment. Had there been no war

we should, perhaps, have progressed on these lines to the limits of the absurd. But one is not just now in the mood to live with the bizarre, nor to buy to-day what we may want to discard to-morrow; and that is why the reproductions of beautiful designs of a bygone day which have been proved merit our more serious consideration.

It would be almost impossible among the wealth of material at our command in almost every shop of repute not to find something to meet one's requirements. But there are some rooms which present great difficulties owing to lack of space or height. For these I would recommend my readers to consider the delicately tinted modern "tissues" and shadow stuffs, or, if strict economy has to be considered, the plain, washable cotton cloths which have been brought to such perfection, both in weave and dye, of late years. By way of relief one can always introduce one or two loose covers or cushions of a fine pattern in harmonious colouring, and so obtain the atmosphere of fresh cleanliness, the need of which makes itself so keenly felt as the year advances.



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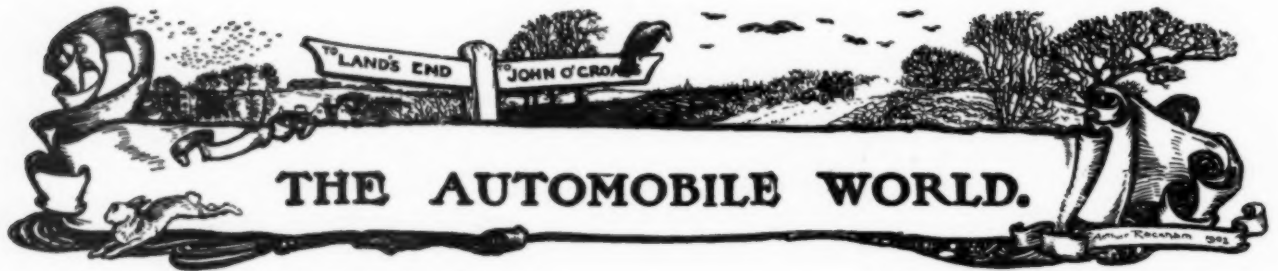


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CAR LAMPS IN LONDON.

WHILE we may have our own feelings as to certain regulations enforced in the interests of the safety of the realm, more particularly in the London area, it does not seem likely that any good purpose would be served by discussing in detail here the moot question of whether the contingent risk resulting from adequate lighting in the London streets would really be any greater than the risk that certainly results from something nearly approaching pitch darkness. Such statistics as have been published seem to indicate a marked increase in the number of accidents, in spite of an appreciable decrease in the volume of motor traffic occasioned by the removal of large numbers of motor omnibuses and heavy lorries, and the transference to the Continent of numerous private cars. All one can say with certainty is that the expectation of injury by bomb dropping must be considerable if it is to balance the certainty of an increased number of street accidents.

Recently, things have become more complicated than ever. On the one hand we have a regulation that all vehicles are to carry red rear lights. This regulation is honoured in the breach rather than in the observance, both officially and by the public. On the other hand we have restrictions on the lighting of motor-cars. For some time motorists imagined that if they refrained from using their headlights and limited themselves to side lights only, they were within the law; but recent prosecutions have shown that they were quite wrong. A fairly efficient six candle power electric side light is regarded as excessive illumination, justifying a fine of £5 or so. It is presumably useless for the motorist to point out that if the regulation demanding red rear lights on all traffic were properly enforced he might be able to travel with some degree of safety, even with inefficient side lights. For the moment, however, we have to accept the fact that this regulation was apparently born dead, and that motorists must depend on inefficient side lights, not only to warn others of their approach, but also to pick out dark objects on a dark road during a dark night.

The situation might be slightly simplified if one really knew what constituted officially an excessive light. We are told that anything more brilliant than the oil side lamps of a taxicab is regarded as against the regulations. We may, of course, reduce the efficiency of our side lights by painting the lenses or the bulbs, or by shielding them with tinted celluloid. When we have done so we remain in a state of uncertainty as to how many policemen we can pass before we encounter one who does not agree with us that we have reduced our illumination to that indefinite standard supplied by the taxicab, a standard which, by the way, varies with the cleanliness of the lamp and its adjustment. It would be some help if the police authorities would tell us definitely what candle power we may use in electric side lights unshielded, or, alternatively, what thickness of some standard shielding material we must employ in a given candle power lamp.

As things stand, the regulations are ridiculous, and the way in which they are enforced—or not enforced—according to the momentary whim of the authorities, is still more absurd. Periodically we are informed that the motor vehicle is an inherently dangerous contrivance, and if officialdom had set out to prove this contention at all costs, it could hardly have taken more effective steps than those to which we have referred in this note.

ANOTHER MOTOR RESTAURANT.

IN a recent issue we gave a very brief note indicating the activities of the Y.M.C.A. in the direction of supplying motor restaurant cars or kitchens for use at the front. We are now in a position to supplement this note by rather fuller particulars of a second vehicle equipped for Y.M.C.A. work by the Hon. Mrs. Hoare, who will herself take charge of it and run it at her own expense on its arrival in France. The chassis in this case is a Metallurgique, and the body has been designed and built by Messrs. Brown, Hughes and Strachan. Some time ago we described the first soup kitchen constructed for use of the wounded in transit from the front to the hospitals. This vehicle, which was constructed by the same firm, was in some respects similar in design. Notably in each case the B.H.S.

system of central heating is employed. This involves a central boiler fired by paraffin vapour supplied under pressure. From the boiler steam passes to the outer casings of four double porridge pots, in the inner containers of which the food is prepared. The capacity of each of these containers in the equipment of Mrs. Hoare's vehicle is about four gallons. The interior of this car is very completely fitted



A 10 H.P. SINGER AT STONELEIGH ABBEY.

up with dressers and tables, which are covered with aluminium to facilitate cleaning. Large flaps and lights at the sides of the body open outward, providing sheltered counters from which the food can be served out. The windows are of triplex glass, which does not shatter in the event of an accident. Inside the forward part of the roof is a 20-gallon water tank.

The floor of the car is lined with steel, and the roof has a covering of the same material. The equipment includes 1,000 papier maché cups. These, of course, are not liable to breakage, and can be purchased very cheaply in quantity. Provided that care is exercised in washing, they can be used several times before being discarded. The roof of the vehicle is railed to facilitate the carriage of luggage.

ITEM.

THE Austin Motor Company, Limited, have just received a communication from their representative in Petrograd to the effect that the armoured cars mentioned in the official marconigrams from Petrograd as having been used so successfully around Prasnysch lately were part of a fleet of forty-eight 50 h.p. vehicles designed and built by the Austin Motor Company for the Russian military authorities in October last.



A PARABLE OF PARA.

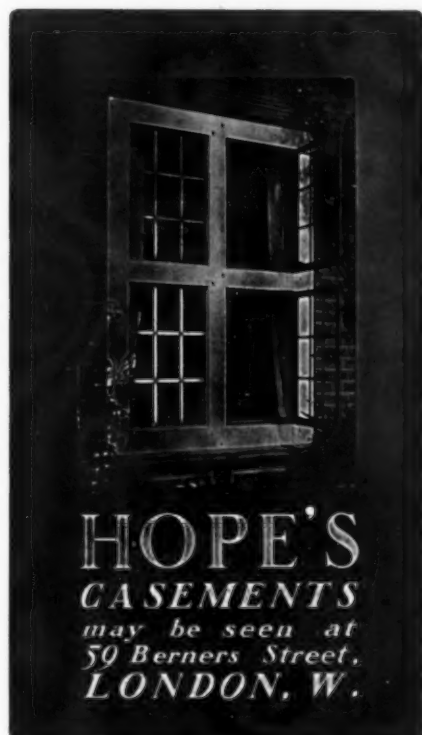
The tale of the man who bought not wisely but too well.

CHAPTER THE FIRST.

TWO merchants of the East met at the gate of the city, each with his ass well-laden as if for a long journey. "Whither goest thou, friend?" asked the one. "Dost thou perchance also journey to Damascus?" "Even so," replied the other, "and if thou be willing, we will journey on our road together, for these be perilous times and the way is hard."

"Yea, verily, thou art right, friend; hard for man and beast. Hast thou seen to it that thine ass is well-shod?" "Of a surety, good friend, and shoes have I to spare should aught befall." Whereon the other smiled in his beard, but answered not, and they went on their way, the one with the other. (To be continued.)

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FIRE RISKS AND REMEDIES.

By William Schooling.

LITTLE by little the human species set to work to combat the vagaries of fire, that useful servant of mankind, and proceeded in two different ways. One way was to devise effective means of putting fires out and precautions against outbreaks. Thus there have developed fire brigades, with their elaborate appliances, numerous mechanical and electrical devices for detecting and extinguishing fires, and building regulations expressly designed to minimise the chance of fire.

In spite of all that was done in these directions, fires still happened; so the human species tried to find protective devices for making good the financial loss by fire, and the culmination of these efforts is expressed by modern fire insurance.

EVOLVING A REMEDY.

The early attempts in this direction were somewhat crude and indefinite. A man's house was burnt down, and some of his neighbours gave their time and work for the rebuilding, recognising that, if the same fate befel them, they too would have the assistance of others. Presently this mutual assistance became a little more definitely organised, and members of guilds bound themselves to help each other to make good the damage done by fire.

In this, as in other matters, it came to be seen that the payment of money was a convenient substitute for personal service, and people living in one locality, or engaged in some particular trade, agreed to contribute whatever funds were necessary for making good the loss that fire caused. These contributions were roughly graduated according to the possessions of each subscribing member. Little, or perhaps nothing, had to be paid until a fire happened, and then a levy was made according to the necessities of the case. When this plan was worked on a small scale there might be long periods when no contributions were required, and other times when frequent or large payments were necessary, and there seemed no particular reason why co-operation for protection against loss by fire should be confined to those already connected by ties of locality or occupation.

A later stage saw regular contributions being made, accompanied by the condition that the damage done by fire was to be paid for up to an amount not exceeding a specified sum, and the payments were mainly dependent upon the amount so fixed, little attention being paid to the greater or less risk attaching to different buildings and the trades carried on in them. Even under these conditions the members often had a liability for extra contributions if these were needed. This series of arrangements constituted a gradual approach to an effective protective device. The essential characteristics of all of them were mutual co-operation for protection, and the repairing of the damage done by fire: there was no idea that people were to gain from a fire at the expense of their neighbours, whose assistance was voluntarily given.

UNCHANGED ESSENTIALS.

Thus by slow degrees we arrived at modern fire insurance, under which people pay fixed contributions in order to be saved from loss caused by fire, up to, but not exceeding, the amount named in the policy. The amount of the contribution or premium, of course, depends upon the sum insured, as well as upon the nature of the risk so far as this can be judged; the risk in most private houses is very slight, and therefore the rate of premium is low. When we come to comparatively dangerous trades, or to property surrounded by premises where hazardous occupations are engaged in, the rate of premium is high. The overwhelming majority of the best British offices are associated in the Fire Offices Committee, through which the experience of each is made available for the guidance of all, and for many classes of risks a tariff of premium rates is decided upon, which is modified from time to time as occasion requires.

The great fire offices, with their funds running into millions, relieve their policyholders of all financial risk and uncertainty; there is no liability to pay anything beyond the fixed premium, and there is not the smallest doubt that, if a claim arises, the full cost of the damage done by fire will be made good to the insured. The fundamental characteristics that were prominent and necessary in early times remain and are as essential as ever. Fire insurance is still a process of mutual co-operation among the policyholders; its purpose is still that of making good the damage done by fire, and it serves, or should serve, no other purpose than this. The system, even to-day, is a process by means of which the neighbourly contributions of all save financial loss to each. Just as much as when voluntary personal service was rendered, there is the same necessity for good faith and square dealing.

It is as reprehensible now as centuries ago to seek to make a profit out of a fire. True, the voluntary good will and good faith have crystallised into law, which renders a policy void in the event of fraud or false statements. The process of protection has become what we call a business, and, because it is a business,

many people think it is a dull subject. They pay their premiums because this is an obviously sensible necessity, without ever pausing to consider that it is a protective device, which Nature has worked out through human agency, more wonderful, because more complex, than the protective habits and colouring of lower species.

MACHINERY FOR CO-OPERATION.

By a very suitable arrangement, certain sets of people, called the shareholders of insurance companies, have provided at considerable initial financial risk to themselves the machinery by means of which policyholders co-operate for their common good.

It is the policyholders and not the shareholders who pay the claims; they are the people who suffer if a fraudulent or excessive claim escapes the vigilance of the assessors. It is the insured members who must ultimately pay if wrong principles of insurance are adopted. There is a nice balance of forces continually operating to prevent excessive charges for fire insurance on the one hand, or inadequate rates of premium that would jeopardise security on the other. The business would be a failure for many practical reasons if it did not fulfil its fundamental function of complete indemnity against loss by fire, such as would result from niggardly or unfair settlement of claims. It is to the advantage of policyholders that the companies through which they ensure should be financially strong, and yield substantial profits to the shareholders.

FIRE OFFICE FINANCE.

The finance of fire offices has been conducted for generations on the soundest and most enlightened principles. The profits that have been earned for the shareholders have only been distributed in part, with the result that very large funds have been accumulated, which serve a double purpose. One is that they provide superabundant security for the policyholders, and the second is that the interest earned upon them secures steady dividends for the shareholders. The proprietors of the companies, instead of drawing all their profits, have left them in the business, with the result that the capital values of the shares have greatly increased, and the dividends have steadily grown larger.

These dividends are derived from interest on the fire funds and the paid up capital, and from the underwriting profit earned each year. In normal circumstances the capital of a company remains unchanged, but when the business becomes larger, the same rate of profit on an increased premium income and the same rate of interest on bigger funds provide larger dividends for the shareholders.

Prior to the war I had occasion to get out some statistics about the values of the shares of leading insurance companies, and I found that if fifteen years previously £1,000 had been invested in each of twenty companies and allowed to remain undisturbed, the capital value of the shares would, on the average, have been £1,900 for every £1,000 originally invested, and the dividends £175 for every £100 received in the first year after which the shares were bought. These substantial advantages to shareholders were beneficial rather than otherwise to the policyholders, who paid no more for their insurance, but were provided with a great margin for security.

THE VALUE OF A PROMISE.

A fire policy is a promise to pay, and in most circumstances sensible men would satisfy themselves as to the value of such a promise; but it is a curious fact that people sometimes ignore this obvious precaution in connection with their insurance and fail to scrutinise the resources upon which the fulfilment of the promise to pay depends. There is nothing but disadvantage in going to a weak company instead of a strong one: it may result in the claim not being paid at all, and is extremely likely to lead to niggardliness and difficulty in settlement instead of prompt and generous treatment.

Fire insurance is quite literally the result of natural law in social life, and constitutes a protective device, which is the most complete and efficient when operated through companies that exhibit long and strong growth. The man who neglects this natural protection, or who seeks to carry it out through organisms, or companies, that are inadequately developed, is like the soldier who fights in a black coat on the snow, or the water ouzel who fails to develop the kind of plumage that enables it to obtain under water food that is inaccessible to other birds.

It should be unnecessary to urge the necessity of fire insurance upon every sensible man: it has entered so completely into the essentials of business and financial life that none but the careless and the foolish neglect it. Still, I would like to plead that it is something more interesting and attractive than a mere matter of business routine. It is a necessity which Nature has developed which serves human welfare in a surprisingly complete and ingenious fashion.

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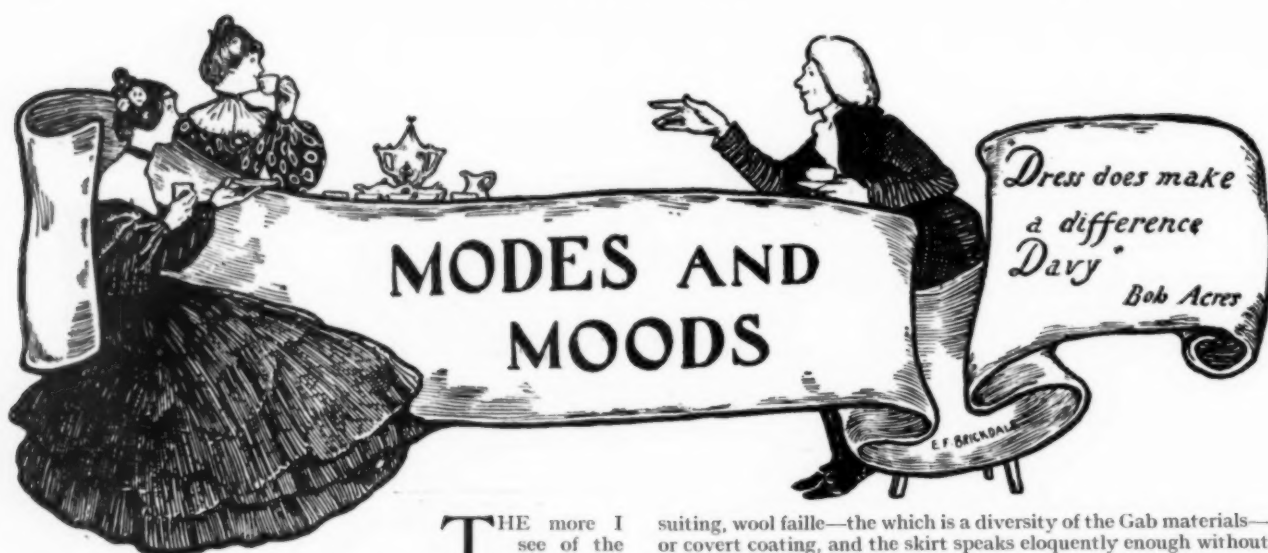
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THE more I see of the new styles the more I am persuaded of their charm. The pity of it is there should be permitted any sort of exaggeration. But it is, at the same time, a comforting reflection that extremes are not to be met with at any of the best and really exclusive *couturières*. At these places skirts are neither extravagantly wide nor exaggeratedly short, and one meets such covetable creations as the following.

This gown of aluminium grey taffetas took my fancy hugely, the skirt set in full gathers at a low waist line, and merely trimmed either side the front with diagonal trouser pockets, worked round with flat grey silk braid. The bodice, likewise of the taffetas, was slightly gathered at the throat, then carried straight down to meet the skirt, at a line that scarcely approached the *moyen âge* but was longer than the normal, and, again slightly gathered, disappeared beneath a soft draped ceinture of the silk. The only break to the grey harmony occurred in a facing to the rather close fitting high roll collar of delicate rose velvet. It was all so simple and so *chic*; such a thoroughly wearable dress, the like of which it has not been our fate to enjoy for many a long day.

At the same salons another supremely effective model was composed of torpedo grey gros grain, a very *souple* quality that might almost be taken for taffetas, the plain, full skirt edged with a very narrow cut jet trimming and revealing as the wearer moved an under flounce of filmy black Chantilly lace. In this case the corsage took the guise of a low, square-cut sleeveless pinafore, worn over a black lace under-bodice and sleeves of the same cobwebby black lace, made up on some mysterious daintiness of flesh pink and veiled with grey chiffon, a delicately wired black lace collar standing up and out at the back of the head. A navy blue taffetas likewise recalls itself pleasantly, arranged with a full double skirt and the dearest little coatee with bolero back, the fronts opening on a high vest arrangement formed of folded Chartreuse shot silk carried in a diagonal line from right to left.

Although these short coatees and both the simple and glorified bolero are finding any amount of favour, it is quite a mistake to run away with the idea that they entirely monopolise the situation. The woman with a figure and who is justly proud of such a possession has plenty of choice in longer, frequently semi-fitting models, which show off to perfection a fine pair of shoulders, a straight back and well moulded hips. A case in point was carried out in navy gabricord, the coat revealing one of these long, shapely backs, while the fronts were cut away just in the centre, well below the waist line, and closed up to the throat with slung-on, acorn-shaped buttons. The skirt was a real gem of quiet elegance, a small yoke piece in front carrying on the coat line of acorn buttons, while at the back there came a long handkerchief drapery of the material, continued quite to the hem. There were some slight touches of black braid introduced here and there in the scheme, but so deftly and artistically the eye merely took them in with the rest.

It will, perhaps, even after so brief a description, be realised how admirably such a model is suited to wearers who have passed their youth and exact something of dignity as well as elegance in their clothes. Such essentials, of a fact, were utterly impossible with the recent skimpy modes. The *ingénue* had it all her own way then, and is now amply provided for with short, full and frilly skirts, saucy little coats and bodices, that are very thistledowns of lightness. Also she has the long cuirass and *moyen âge* corsage, only possible with a slim, youthfully proportioned figure. Indeed, the *moyen âge*, at its most correct, is worn without, or at the most with the very slightest, of corsets; and that settles its case altogether when the Junoesque type of woman is concerned.

In offering the simple suit pictured for early spring wear, we are merely providing a text upon which many a 'modistic sermon is just now being preached. As goes without saying, the *cachet* of so studiously severe a model rests absolutely on perfection of cut, fit and finish. It is a design suitable to Navy

suiting, wool faille—the which is a diversity of the Gab materials—or covert coating, and the skirt speaks eloquently enough without any further description of the general style. I would, however, point out how distinctive a feature is the deep shaped band of the material, and also the little *militaire* touch imparted by the braided silk vest, collar and small under sleeves of corded silk in white or any delicate neutral tint. But since this, of course, is a separate feature, there are any number of alternatives. One of the new tucked, clear white muslin shirts would especially



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enhance the appearance of this little coatee. A model that is particularly in my mind is finished at the neck with a very high, close collar band of black ribbon velvet, surmounted by a narrow double frill of the muslin, similar ruffles finishing the sleeves, which are held to the wrist by a narrower black ribbon velvet.

No words can adequately express the attractions of these fine white muslin shirts, guiltless of all extraneous decoration, saving, perhaps, the most delicate of hem-stitching. They are the very epitome of elegance, and will be saved from cheap plagiarism by reason of the delicate quality of the muslin required, and by the wealth of hand workmanship that no machine can possibly turn out with the same effect.

It may perchance be of service to those who live removed from London and the shops to learn that the special fabrics used for the lingerie collars and shirts in vogue include an organdie gauze and a Persian lawn. The first, although delicately ephemeral, has a certain crispness that renders admirable service to the pretty roll over collars, which thus retain their shape without any outside aid. If times were different, I should be inclined to prophesy a great vogue for these fine muslins in the realm of dresses. As it is, they may safely be considered for children's summer frocks, simply hemmed and tucked, as providing a welcome change from the ordinary muslin and lace affairs, of which many of us are more than a little weary.

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FOR TOWN AND COUNTRY.

A LUXURIOUS LINE TO THE EAST.

It is a curious coincidence, and, we hope, a happy omen, that expansion in that very expansive line, the Nippon Yusen Kaisha (of 4, Lloyd's Avenue, London, E.C.), has always taken place after successful wars. During the Chino-Japanese War of 1894-95 the company distinguished itself in the supplying of transports. At the termination of the war, in 1896, twelve steamers of 6,000 tons were built for a fortnightly passenger service. Fifteen years later these were replaced by ships of 8,500 tons, and in December, 1913, the launching of the Katori Maru marked the beginning of a new spurt of activity which culminated in the building of the Suwa Maru, the Yasaka Maru and the Fushimi Maru (launched last June), the 11,000 ton baby of the fleet. To-day the company trades between Japan and the most important centres of commerce throughout the world, and the fleet consists of ninety vessels with a gross tonnage of 416,955 tons, and has building in Japan and on order no fewer than ten steamers of 73,000 tons, making a total of 100 vessels of 489,955 tons—nearly half a million.

The Fushimi Maru may be said to represent the last word in luxurious and safe travelling. Although the company legitimately boasts of its splendid record of freedom from serious accidents since the inauguration of the European service, the most important of its numerous services to all parts of the world, even more attention has been paid to this subject than heretofore. All three of the latest boats have complete cellular double bottoms, and are divided into watertight compartments. Lifeboats and life-saving appliances are in considerable excess of the Board of Trade rules, and they are equipped with powerful wireless installations. The ventilation, lighting and sanitary arrangements are beyond cavil, and accommodation ranges from a promenade deck 160ft. long and a large swimming bath to a hospital with a fully equipped operating room and dispensary. Children are specially catered for on these Nippon Yusen boats, having their own beautifully appointed nurseries. The cabins are most comfortable, airy and light. Many have only lower berths placed on a level, others are single berthed, and there is a suite on deck consisting of bed, sitting and bath room, with telephone, etc., most luxuriously fitted. Moreover, second class passengers are quite as comfortably accommodated as the first class.

The cabins are well lit and ventilated, most of them being two berthed. There is a comfortable smoking room neatly panelled inside in polished hard wood, as well as a large dining saloon which is provided with a piano, and the poop deck affords a plentiful promenade space.

A PRACTICAL GIFT TO THE RED CROSS.

One of the most valuable assets of the Red Cross Society is the field kitchen. We believe properly equipped kitchens were first used in the Russo-Japanese War, but since then they have been developed on practical lines, so as to get the greatest possible utility with the utmost economy of space and weight, and it would be difficult to estimate how many a wounded soldier owes his survival to the hot drink administered when he was at the point of collapse by those in charge of the nearest field kitchen. It is not to be wondered at, therefore, that many prominent people and philanthropic societies have regarded a well equipped kitchen for the front as the most practical proof of their patriotic desire to advance the welfare and comfort of our fighting line.

Among recent donors we note Burberrys of the Haymarket, who have generously presented to the Red Cross Society a motor soup kitchen of remarkably compact and serviceable design. The kitchen, which will be invaluable for supplying hot soup, coffee and other restoratives right up in the van of battle, is made to a special specification, approved by the society and supervised by the Engineer of the Royal Automobile Club. It consists of a 30cwt. Vulcan commercial chassis and a box van body, with steel panels and ash framing. The interior length is 9ft., the breadth 5ft. 8in. and the height 5ft. 10in. It is fitted with cupboards, drawers, tables, sink, and paraffin stove for heating liquids. In the roof is a galvanised steel water tank, with pumping apparatus, long hose, strainer and filter. In the

rear is a sun blind—which shows that its designers were not wanting in imagination—and the internal arrangements are so skilfully planned as to supply all necessary fixtures in spite of limited accommodation. The kitchen has, by the way, been labelled with the familiar designation of "The Burberry," a title which hitherto has only been associated with the firm's weatherproof topcoats, so well known to officers and to votaries of less heroic forms of sport.

GARDENS, USEFUL AND ORNAMENTAL.

It is a sign of the times and of the practical way in which everyone is striving to serve national needs in this crisis that the new catalogue of Messrs. Edward Webb and Sons (Stourbridge), Limited, of Wordsley, Stourbridge, should begin with and occupy a great part of its volume with vegetable seeds. It is satisfactory to observe, too, that despite the interruption of the war, this well known firm have had no difficulty in harvesting the stocks from their 20,000 acres or so, nor do their prices appear to be affected by shortage of labour or other causes. The firm have recently been turned into a limited company, with Major W. Harcourt Webb (Staffordshire Yeomanry) and Mr. Charles Webb at the head of the board of directors. Major Webb and many members of the staff are now serving with the Forces, but there has been no change in the ownership or management of the business, and the same personal care and attention to their clients' requirements are observed to-day as in happier times. When one desires to make the utmost use of the garden space at one's command, it is a trifle bewildering to know in what directions to break new ground. Certain vegetables, apart from potatoes, are indispensable. Peas, beans, carrots, parsnips, turnips, onions and the commoner sorts of salad stuff everyone grows. But how many people try garden swedes, couve tronchuda (a delicious cabbage which we have often recommended in COUNTRY LIFE), salsify (the "vegetable oyster"), or even that most toothsome green just now at perfection, purple broccoli? Who seriously grows cardoons, corn salad or chicory, or sugar corn? Yet it is only by experimenting in the unknown that one can get the utmost results from one's garden, have variety at home, and plenty to spare for the less fortunate. Nor must the flower garden be neglected. This year more than ever we need flowers to give.

Talking to the matron of a military hospital the other day, we asked what we could send that the men were not surfeited with already. Promptly she replied: "Flowers. They never have too many of them." That alone is argument enough for the flower garden. We would advise our readers not only to study Messrs. Webb's catalogue in search of inspiration, but, when ordering, to give particulars of soil, situation, etc., and ask them to recommend flowers and vegetables not included in the general order and suitable for their soil. By this means they will be able to exploit their garden to its full capacity without fear of ultimate disappointment.

EGGS FOR THE WOUNDED.

Few things are more appreciated by the wounded soldier than a really new laid egg, and now that British hens seem to have awakened once more to a sense of duty, our readers will, we are sure, be glad to know that they can help those who have suffered at the front by sending the produce of the poultry yard to the National Egg Collection, 154, Fleet Street, E.C., whence 200,000 a week are despatched to the various hospitals and homes for the benefit of the soldiers. The smallest gift is gladly received, and the appended letter shows how they are appreciated:

To The Secretary, War Office, London, S.W.

Head Quarters, I.G.C., February 13th, 1915.

SIR,—I have the honour to request that you will convey my grateful thanks to the Committee of the National Egg Collection Society for the very excellent fresh eggs that have been received at Boulogne. I am informed by the Director of Medical Services that the eggs have been the greatest possible boon to the sick and wounded. I have the honour to be, Sir, your obedient servant,

(Signed) F. CLAYTON, Major-General.

Inspector General of Communications, Expeditionary Force.

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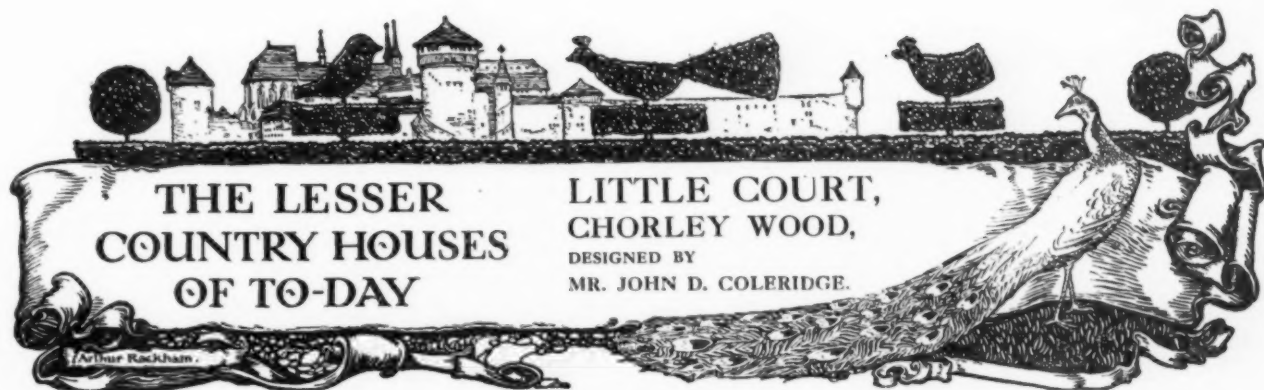
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THE country house problem for a busy Londoner is to find true country within half an hour of town. Sir George Alexander, always an organiser of success, has solved it triumphantly. To an actor a far country house can be no more than a Sunday paradise, but Chorley Wood is distant only an hour by motor-car or half an hour by train, and after the fall of the curtain Sir George can be in his Hertfordshire home very little after midnight.

Among the villages of this county which are now invaded by Londoners, Chorley Wood has been fortunate in escaping the suburban taint in large measure, but in any case the outlook of Little Court is impregnable against the marauding builder. Its north side is unseen from the village street save through the iron gates of the entrance lodge and across the courtyard. Its garden front regards the common, and is thus assured of an unchequered outlook for ever. In the design and construction of the house Mr. John D. Coleridge has gone back to Tudor models in the main, but that is not to say that he has prejudiced comfort by any archaeological fads.



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ENTRANCE FRONT.

"COUNTRY LIFE."

Perhaps the chief question to be answered by the architect of to-day is in what degree he may rely on the past for his inspiration. Certainly not in his planning, for thus



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THE GARDEN FRONT FROM SOUTH-EAST.

"COUNTRY LIFE."



ENTRANCE LODGE FROM COURTYARD.



LODGE FROM STREET.

would be reproduced all the inconveniences out of which we have laboriously grown through the centuries. On that most architects are agreed, though there are some to whom the old two-storeyed hall, a sure begetter of draughts, remains sacred as the Ark of the Covenant.

In the other camp are the men who would have every building of to-day express its modern provenance, regardless of whether novel construction involves what the historical eye sees as ugliness. Fortunately, this conflict of truth with accustomed beauty does not arise in domestic building. A house may be built no more cheaply in reinforced concrete than in brick, or, indeed, as cheaply. The domestic architect is therefore free, on every ground, to express the practical needs of to-day in the materials which our forefathers used to such good purpose. He can leave to the makers of public buildings those interesting—and, indeed, necessary—experiments in design which are indicated by novel materials.



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THE RECESSING OF THE SOUTH SIDE.

"COUNTRY LIFE."



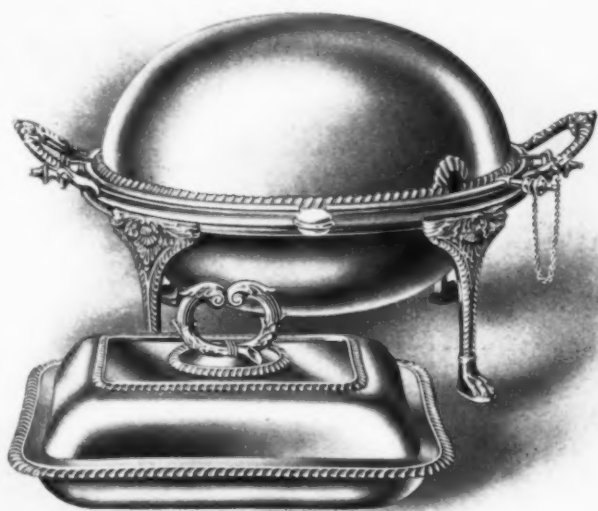
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THE DINING VERANDAH.

"COUNTRY LIFE."

He may use such methods as reinforced concrete, but it will only be for unseen fireproof floors; he will adopt every ingenious trick of plumbing that sanitary science may devise, but its machinery will be unobtrusive, buried in wall and floor.

It follows that the choice of external design may range reasonably over a long stretch of centuries. An early Tudor manner free from classical feeling pleases Sir George Alexander and his architect, and Little Court is the result. Had they chosen the more demure atmosphere of the end of the seventeenth century or the frank austerity of the end of the eighteenth, they would be no less justified. It comes to this: we are the heirs of all the ages, and need not be driven out of a roving eclecticism by loud-voiced exponents of any one style. The question for the client is, as to what manner best expresses his pleasure in the art of architecture. The question for the architect is whether he can, with due regard to his artistic convictions, put his client's



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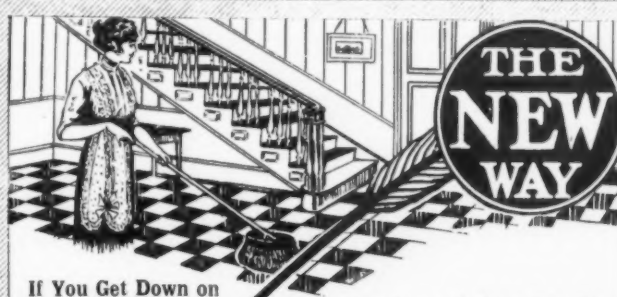


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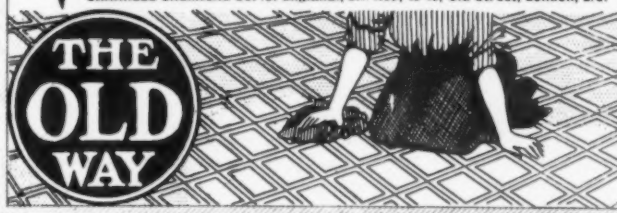
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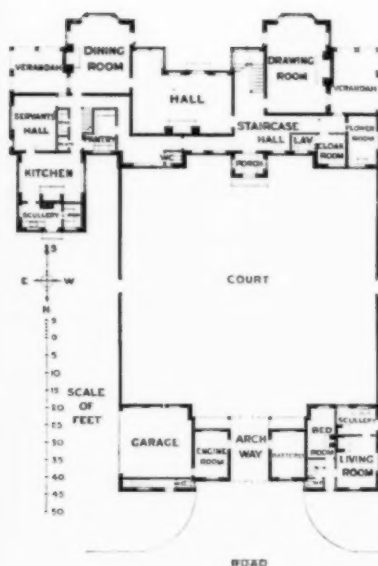
THE OLD WAY



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THE HALL.

"COUNTRY LIFE."



GROUND FLOOR PLAN.

wishes into the desired shape. If he can, the result will be a successful house; if he cannot, it is likely to please no one. Former articles in *COUNTRY LIFE* have shown that Mr. J. D. Coleridge has devoted much attention to half-timber design. Little Court was therefore for him an exercise in an accustomed manner, and is markedly successful. The oak framework is built of liberal timbers, and the brick filling devised in changeable patterns. No doubt the feature which would most astonish Mr. Coleridge's æsthetic ancestors of the fifteenth century is an element in planning rather than in design. A Tudor outlook has not prevented him providing that most modern of features—a large verandah for outdoor meals. It is related in position very conveniently to the dining-room and kitchen quarters, and a similar verandah adjoins the drawing-room.

The open air principle extends to the upper floor, for there is a large balcony (seen in our second picture) opening from the chief bedroom suite. The interior of the house owes much to Lady Alexander's interest in old furniture. We illustrate two pieces of Charles II period which are of outstanding merit. The long bench and arm-chair are admirable examples of the caned oak of the time, and both were once in the collection of that notable connoisseur, the Dowager Viscountess Wolseley.

The garden is laid out simply, but well. There is a slight terracing on the south front, but no attempt to make a large feature of it, as is often and foolishly done on sites which do not in fact lend themselves to terraced treatment. When all is said, the true garden of Little Court is the common beyond its border, with the golf course which adds so much to the amenities of the village. The visitor to St. James's Theatre who marvels that Sir George Alexander retains so youthful a demeanour may find an explanation on the links at Chorley Wood. We leave Little Court with the feeling that antiquity and

modern taste have combined to make a country house of solid comfort and attractiveness. The gatehouse, through the archway of which we go out, is not the least attractive part



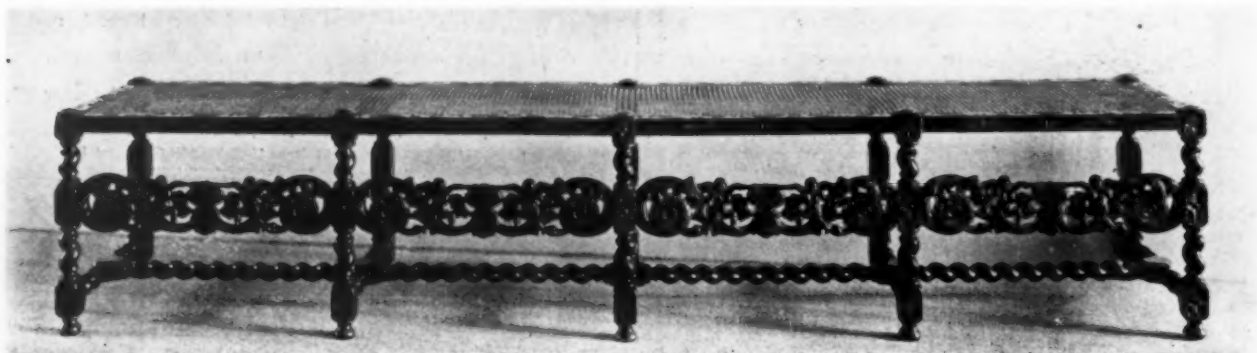
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RESTORATION ARM-CHAIR.

"COUNTRY LIFE."

of the complete scheme. It includes not only the garage and quarters for gardener and chauffeur, but also three rooms for visitors' servants—a practical thought.

L. W.



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A CHARLES II. CANED BENCH.

"COUNTRY LIFE."



Distraction from thoughts of war

"Talk of anything but the war," said an officer just returned from the front. It is good advice, for whilst the war must inevitably take first place in our interests, it is very easy to dwell too much upon it—to the disadvantage of our nerves.

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SHOOTING NOTES.

By Frank Wallace.

SOME OLD SPORTING GUNS.

IN my previous article I dealt with some curious old rifles dating between 1760 and 1825. In the present one I propose giving some notes on guns of a somewhat later date, that is, between 1775 and 1849. During these years the flint lock was succeeded by guns fitted with a detonating principle, which soon developed into the percussion cap form of ignition. The first photograph represents a very peculiar type of lock. The gun might be called a hammerless single barrel flint lock. It was patented in 1775 by Nock, Jover and Green. The cock, hammer and pan are behind the breech end of the barrel, and are protected from wet or damp by a laterally hinged spring cover. The gun is cocked by an external side lever. Flint locks held their own for another thirty years, and then, through the enterprise of an Aberdeenshire clergyman of sporting proclivities, the first of those changes was brought about in the improvement of firearms which led gradually upwards to the almost perfect weapons of the present day.

The Rev. Alexander John Forsyth, years before his invention was brought to maturity, noticed, when shooting wildfowl on a loch near his manse of Belhelvie, that many birds escaped by diving the moment they saw the flash from the pan of his flint-lock fowlingpiece. This he obviated by covering the lock with a sighted hood. From this device he subsequently evolved a lock in which the charge was ignited by fulminate powder placed in a pan and exploded by a sharp blow.

Dr. Forsyth obtained a patent for his invention in 1807. Later several other patents were taken out for priming with detonating powder. One of these is shown in the second photograph. The lock was patented by W. Westley Richards in 1821. The weapon is an interesting one, for it shows three other types of ignition. It was originally flintlock, and was then refitted with locks for detonating powder in 1821, as has been said. In these locks a supply of powder is carried in a magazine attached to the pan. When the hammer is cocked the magazine comes down on the pan, into which a portion of the powder is then deposited. As the hammer falls, the magazine rises again, leaving the pan primed and clear. The same locks were afterwards supplied with detonating discs, and finally the original flintlocks were converted to take percussion caps.

All these alterations were made without any injury to the gun or to the different locks; all the parts were preserved, and the gun can now be fitted with locks of any of the three types. In the difficulty of handling the loose fulminate powder without danger lay its great drawback, and different systems were adopted in attempts to overcome this supreme disadvantage. That which had the greatest vogue prior to the introduction of percussion caps was the percussion tube detonator. The detonating material was placed in a small metal tube. The tube was laid horizontally in a groove in the pan, with one of its ends against the touch-hole. The blow of the hammer exploded the fulminate and the flash passed through the touch-hole into the chamber.

A good specimen of the lock employed in this type of ignition is shown in the third photograph. This represents a fine double barrelled shot gun with hammers and pans for percussion tube detonators, patented by the famous Joseph Manton in 1818. In this gun the tubes are held down into the pan by a spring pan-cover, through an aperture in which the hammer explodes the tube. Manton, at that time the acknowledged leader of the gun-making trade in London, took

out an earlier patent for ignition of the same description, in which the tube was placed in the hammer. The percussion cap was first invented about 1816. It was never patented, and there exists some doubt as to the inventor. Manton tried a system of cap suggested by Colonel Hawker. It may be that it was simultaneously invented by Joseph Egg in England and Joshua Shaw in America. At any rate, in the early years of the discovery various curious forms are found which were intended as improvements on the generally accepted form. A lock taking one of these is shown in the fourth photograph, which represents a type of lock and cap invented by Charles Jones

of Birmingham in 1833. The outward appearance of this gun is somewhat similar to that in the first photograph. The hammers and nipples are behind the breech end of the barrels, the nipples almost in a line with the axis of the bores. The hammers are cocked by side levers, and both hammers and nipples are protected from damp by a sliding cover. The caps are peculiar in that they have the fulminate outside. The caps are placed on the hammers.

Throughout the period of the separate cap many patents were taken out both in England and abroad for various mechanical methods of placing the cap on the nipple. This operation when undertaken by hand meant delay and the possible loss of several caps owing to agitation and cold before one could be properly adjusted. All the weapons constructed under these patents exhibit a magazine of caps carried one by one on to the nipple, either by a separate lever or more usually by the cocking of the hammer.

The last photograph shows one of these devices, the invention of W. H. Ritchie, 1849, and made by J. Blanch of London. The butt contains two tubular cap magazines extending forward to the nipples. When the hammers are cocked the fore ends of the magazines come over the nipples, on to which the caps are ejected by the spiral springs of the magazines. As the hammers fall the fore ends slide aside, leaving the nipples clear. The magazines are charged through the heelplate when their springs have been withdrawn.

A few remarks on the subsequent development of firearms may fittingly conclude this article. Following the development of the percussion system came the introduction of breech loading. The best invention of the eighteenth century in this direction was Ferguson's breech-loader, to which I alluded in a former article. The great difficulty to be overcome was the escape of gas from the breech and consequent loss of power. In 1816 Pauly patented the use of a plug of lead or copper placed between the powder and the breech, which gave way under the force of the explosion and so acted as a gas check. In the breech-loading needle-gun adopted by the Prussian Army in 1841 a self-consuming cartridge was used. The weapon had several drawbacks, as had the chassepot adopted in 1867 by France, made on the same principle. Both these weapons were hammerless.

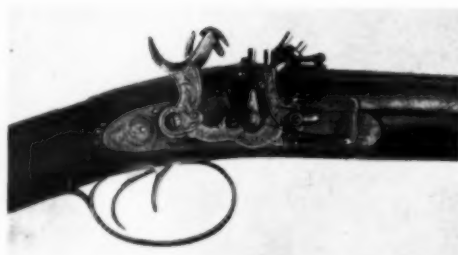
To the latter country belongs the honour of having discovered a breech-loading system applicable to the double-barrelled gun which involved quite a different problem. Lefauchaux, a Parisian gunmaker,

brought out a modification of the "drop-down" principle patented by Pauly. This form of gun was taken up in 1851 in England, though for some years later most of the cartridges used came from France.

The illustrations, as before, are of weapons in the possession of Mr. H. H. Harrod, to whom my best thanks are due, and I take this opportunity of tendering them.



Nock, 1833.



Westley Richards, 1821.



Joseph Manton, 1818.



Charles Jones, 1833.



Ritchie, 1849.

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TWO WEST COUNTRY HUNTS: THEIR MEN & HORSES.

SINCE the war, the point of view has altered. Formerly we used to estimate Hunts by the sport they gave us. But now we have a new standard; we consider what the services of a Hunt have been in training men and breeding horses for the service of the country. From this aspect the position of two West Country Hunts which are losing their Masters at the end of the present season is much changed. The South Devon and the Dartmoor hunt over rough and wild countries. Both have histories. The Dartmoor has, from its nearness to Plymouth, been a sailors' hunt. There must be many men in the North Sea to-day who look back on their holidays with the Dartmoor as a pleasant break in the monotony and hard work of a sailor's life. But apart from its associations with the Navy, the Dartmoor is a country which is invaluable for training men and testing horses. The Dartmoor, and to a less degree the South Devon, hunt over parts of Dartmoor. Over these wild stretches of granite strewn moorland no man can ride without learning much of woodcraft and horsemanship.

It is not possible always to ride straight to hounds. There are bogs and rough boulder strewn tracts, and, above all, there are the hidden pitfalls where some granite rock has been washed from its resting place by winter rains. The man who would hunt on Dartmoor must use his head. He has to learn the signs of the ground over which he rides. It is necessary not only to avoid the bogs and holes, but also to learn where it is possible to ride boldly. The Dartmoor fox is stout, the heather carries a scent and the pack will often travel far and fast.

The rider to hounds must be able to guess the way of the fox, and by watching the pack, often from some distance, to divine the next turn and take advantage of it. Then he has to learn to trust his horse; there are many dangers the horse may avoid, but which the man cannot foresee. If a fog sweeps down, the true Dartmoor sportsman rides to the cry of the pack or guesses as shrewdly as he can the line of the chase. Sometimes a puff of wind will drive the mist off, and if he is fortunate the rider may see the fog lift like a curtain, and before him is the pack. An easy rather than a tight hand on the rein and a willingness to gallop at need, which is none too common, will bring him to the end of many a run.

To hunt on the moor is a school of hardihood, for the weather is often harsh and the rides home long. Fortunately, Dartmoor breeds the right kind of horse. Those great Dartmoor sportsmen, Mr. Bulteel, Mr. Trelawny, their gipsy huntsman, Limpetty, and their followers, the Dartmoor squires and farmers, had the right material for horse breeding and knew how to use it. They believed in blood, and they had the horses they deserved.

There was Barumite, the sire of so many good ones. He was travelled in the summer, steeplechased and hacked in the winter. He must have had splendid shoulders, for he could come down a hill like a flash. Then there was Allow Me, a little horse which was sold once for £15, yet came to such fame that "dam by Allow Me" in a pedigree was worth money to the seller. He was one of the hardest little horses that ever lived. Then there was Gainsborough, a stayer and winner of many King's Plates, of whom it used to be said that, no matter what the mare, he never got a bad hunter. The West Country men liked blood, and they leaned—it may be unduly—so size in their choice of sires; but they bred the right sort.

What foundation stock they had! The old Devonshire pack horse, which could trot a match or win a steeplechase over a banking country—horses like Cottager, for example—filled the country with useful mares.

THE PACK HORSE STALLIONS.

They say that the Devonshire pack horse breed has died out, but there is some of the blood left here and there, and the fact remains that Dartmoor and Devon can breed a type of hunter which is as good in its way as those from Ireland. What a number of good hunters have come out of the West in our time! How many useful ones have gone to the front!

Then, there are the ponies. There are still ponies to be seen like the Rev. Jack Russell's famous Billy, only 14h. and as long as a street, as many pony bred ones are. Yet for him no day was too long, no run too fast, nor any practicable bank

too stiff. His foundation was Exmoor, but Dartmoor blood is as good, and these improved ponies may be seen on any hunting day holding their own when hounds run.

If we consider, as we must do, hunting as a national service, then these two Devon Hunts must take a high place among the Hunts of England. Mr. J. C. Cooke Hurle, the Master of the South Devon, is on service; and Mr. Coryton, who has bred the best pack in the West (which are, I believe, in part descended from the famous old Lambton blood), is giving up after twenty-five years. X.

AGRICULTURAL NOTES

THE PROBLEM OF THE BULL.

D AIRY farmers who do not rear their own bulls have found this year a very serious problem facing them at sales and such other places where bulls are sold—that is, the competition of the butcher. Usually at bull sales there are four classes of customers. First, the foreign buyer or the agent for such. So long as the bull these select complies as regards quality, colour and pedigree with their requirements, the price will not stop them, even if it be hundreds of pounds. This year, by reason of the outbreaks of foot and mouth disease, the export demand is a very quiet one. Another class of customer is the home pedigree breeder. He will give a long price providing that the breeding is right; but this is a somewhat limited trade at public sales, as these requirements are generally filled up privately.

Two other classes of customers are those farmers who will go to £40, even £60, for their bulls to use in their dairies and the farmer who wants a cheap bull. Now, very often these latter can secure a big, old bull of good breeding at little money. It is not so this year, as he finds the butcher up against him. The latter individual has but one consideration, that is, to obtain weight for money, and, as is well known, they will give as much as £4, or even more, for beef per hundredweight. They are not so particular in drawing the line between prime steers or maiden heifers and bulls. Old cow beef does not eat so well, or weigh so well, either, when bought on the hoof.

Now, with such competition, the farmer must either give higher values or take the non-fleshy bulls. Those who have gone to £60 this year have obtained much better bulls for the money than usual, owing to the number of high class bulls intended for export that have had to come on the home market. These would have gone up into hundreds of pounds instead of scores, or such prices as prevail this year. Therefore, this class of farmer has obtained a much better bull for his money, as he has been just outside the butcher's competition.

The smaller farmer, who has had to meet this competition, has, on the other hand, to be content with plain animals indeed, and his home stock is not likely to show material improvement from his purchases this year, unless he has been one of those fortunate individuals who have secured a grant under the Board of Agriculture's Livestock Scheme. The £15 thus obtained, added to the amount that he has available, just place him in the happy position of being able to defy the butcher's competition. Should the price of beef continue as it is, there will be a tremendous clear out of the old bulls at present in the country, and these will be replaced by untried youngsters.

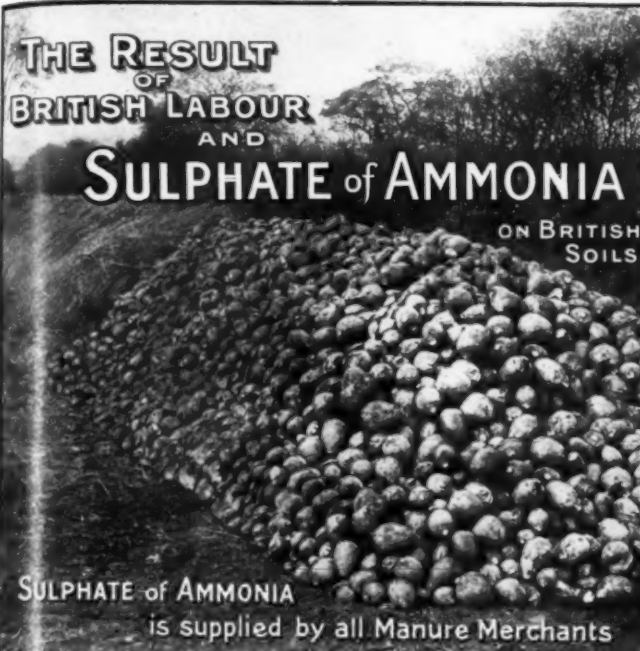
ELDRED WALKER.

FARM-LABOUR AND RECRUITING.

At the March hirings agricultural labourers on the English and Scottish Borders have done well for themselves and badly for the country. Men were hired at as much as 23s. a week and the customary perquisites; that is to say, a thousand yards of potatoes in the master's crop, free cottage and garden, coals led, and extra money at harvest. Under ordinary circumstances it would have been right to congratulate the hinds on so definite an improvement; but public sympathy will not be so frankly extended when it is understood how poorly they have responded to their country's call. It has been stated that in Berwickshire eighty farms can be counted from which not a single enlistment has been made. On the farms immediately south of the Tweed no better results have been recorded. The response of the little towns has been splendid, that of the hind most unpatriotic. In patriotism he has been excelled by the farm labourer of the South and Midlands.

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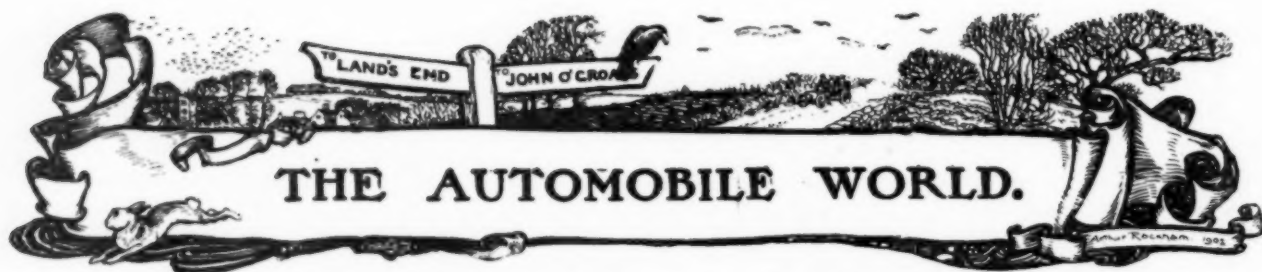
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COMFORT AND CONVENIENCE

UNDER the heading of "Comfort and Convenience," it would be quite reasonable, did space permit, to deal with almost every item which goes to make up the complete modern motor-car. We have long passed the stage during which some degree of reliability was urgently sought and seldom attained, and for several years designers and constructors have been principally occupied in perfecting detail improvements of design for the greater comfort or the greater convenience of the motorist and his passengers. In taking these words as a general text for the articles which follow, we have had specially in mind certain facts following upon the abnormal period through which we are passing. In the first place, existing circumstances are such that an unusually high percentage of those now using cars in this country are either ladies, or men above the age of forty. A degree of comfort quite sufficient to satisfy a young man might seem by no means adequate to many of those to whom we have referred. Consequently, it seems a suitable moment at which to draw some attention to the refinements of modern body design, tending to make a car a thoroughly comfortable conveyance even for very long journeys, and to those details of the chassis which are specially calculated to help towards the same end. In the second place, we have to realise that there are many motorists who have in the past indulged in the luxury of a chauffeur, but who now, either owing to altered circumstances or for other reasons, have dispensed with the services of a paid driver, and taken charge of their own cars. We know that the military authorities are glad to have all the skilled motor

drivers that can be obtained, and it is therefore quite natural that many car owners should decline to retain in their service men of suitable age and qualifications for the A.S.C.

Thus, in dealing with comfort and convenience, we have to bear in mind two points of view. One is that of the man who is grateful for every little detail that can increase the enjoyment or reduce the fatigue of a long journey by road. The other is the man who is faced with new duties as a driver as well as an owner of a car, and who is anxious that those duties shall be as light as possible.

Under these circumstances, some attention must evidently be given to modern types of car body design for use in all weathers. Among completely enclosed cars capable of being

fully opened up come the double cabriolet and the saloon cabriolet or all-weather body. The former is a somewhat complex structure, but the latter is quite a feasible proposition and is excellent from the point of view of the man who does his own driving. The ordinary cabriolet is perhaps the ideal thing for the owner of a single car who keeps a chauffeur, but in this last type the driver is of course shut off from ready communication with the passengers behind. For long-distance work, luggage carrying facilities are important, and improvements in wind-screens and hoods ought to be followed carefully by the owner of an open car. Every motorist can appreciate the advantages of electric lighting and of an efficient engine starter. To all alike improvements in springing and in the construction and use of tires are of high importance.

From the point of view of an owner-driver, easy steering and a proper arrangement of pedals and levers



INTERIOR OF A ROLLS-ROYCE.

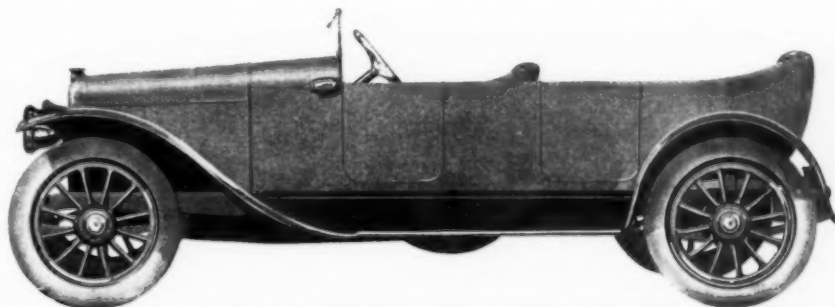
Fitted with a handsome Belgrave Limousine body constructed by the London Improved Motor Coachbuilders, Limited. Note the comfortable design and convenient arrangement of the occasional seats.



The Austin Motor Co. (1914) Ld.

ARE DOING THEIR UTMOST TO MEET THE ENQUIRIES FOR NEW CARS FROM PRIVATE BUYERS, BUT THEY CANNOT GUARANTEE A DEFINITE DELIVERY DATE. The Company recommend that intending purchasers have their names added to the Waiting List, which is being dealt with in rotation.

The Company's new Pleasure Vehicle Catalogue is now ready and a copy will be gladly sent at request.



20 H.P. "BROOKLANDS" SPORTS TYPE PHAETON.

A roomy four-seater low-built body, with "One-man" hood and special wind screen. Electric lighting equipment, including two powerful headlights, side and tail lamps, kit of tools, *as shewn*

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disposed with due regard for the length of his arms and legs are matters which demand attention.

It is, of course, impossible in a very limited space to deal with all the innumerable points which affect comfort and

convenience. All that we can do is to touch lightly upon a few of them and to endeavour, by reproducing photographs of some typical well equipped modern vehicles, to suggest ideas which may in little ways increase the enjoyment of motoring.

THE TREND OF BODY DESIGN.

CABRIOLET AND ALL-WEATHER BODIES.

FOR general use at all seasons and in all weathers, and assuming the presence of a chauffeur, there is probably nothing to equal the cabriolet body or its variants.

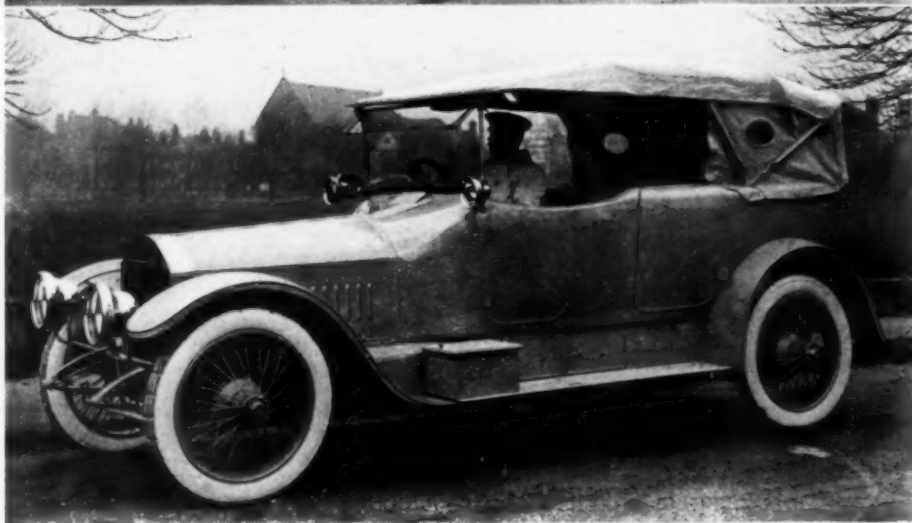
To this statement must be added one very important saving clause, namely, that the cabriolet body is only satisfactory if it results from the employment of material, design and labour of the highest class. It is essentially a type of body the construction of which should only be entrusted to a firm ranking very high in the coachbuilding trade, and having a big reputation at stake to stimulate the utmost care in such matters as the details of jointing. A firm which could construct a permanently closed body of quite a satisfactory kind would not necessarily prove at all successful with the cabriolet, and even the very best makers must, in connection with such a design, be given a fairly free hand and not be hampered by any too rigid restrictions as regards price.

It is really a rather wonderful thing that it is possible at all to construct a body which in fine weather can have all the advantages of an open car, but under unfavourable climatic condition can give all the comfort and warmth of a limousine. Evidently the construction of such a body must involve a very considerable number of joints. Incidentally, it may be mentioned that if the object is to design an all-weather body, providing complete protection for the driver within the body itself, and so appealing strongly to a good many motorists who have to do without chauffeurs, even more joints are involved, and even greater care is necessary to make the vehicle really satisfactory. The trouble with the joints is that after a time they are apt to lead to noise and to the development of imperfections in fitting. Some coachbuilders argue that the cabriolet will never be really satisfactory for these reasons. With this point of view we do not agree.

The type is eminently satisfactory if built by the right people. In some cases even well built cabriolets have, after a few weeks' running, developed a certain amount of noise. Should this happen, the best thing to do is to hand over the car promptly to the coachbuilder, since an early overhaul and adjustment of joints ought to effect something very nearly approaching a permanent cure of any such trouble.

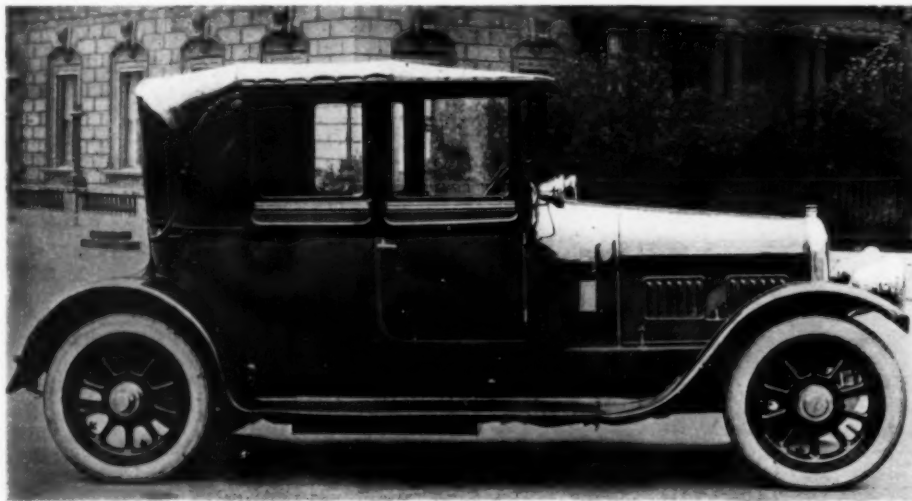
In ordering the body it might well be stipulated that any such overhaul, if necessary, should be carried out without additional charge. Another important point is always to keep the hood closed when the car is not in use. If it is left open for long periods the

leather must be expected to deteriorate. Probably no coachbuilder, however perfect his workmanship, would argue that a cabriolet can be made permanently so absolutely quiet as a good



A SPECIAL CUNARD BODY ON A SIX-CYLINDER NAPIER.

Admirable protection is provided for passengers on the rear seats. The back screen is in halves, the lower half engaging with the top of the doors. The hood, which is of the concealed type, completes the perfect protection against weather.



AN AUSTIN CABRIOLET OF COMPACT DESIGN.

Only one door is fitted on each side, and the folding hood gives protection to both passengers and driver.

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28 H.P. 6-CYLINDER 7-SEATER SOUTHPORT THREE-QUARTER LANDAULET

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The scientifically perfect engine, the special form of springing, the silent worm-gearing and the roomy body with wide doors and easy access, afford a comfort unattainable in other cars.

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limousine. The point is, that while the ideal may be unattainable, it is undoubtedly possible to get extremely near to it, provided no foolish attempt is made to save money in the first instance.

The most recent cabriolet bodies carry out the torpedo idea to the full. They are very clean and simple in design, this description applying equally well to the car whether it is open or closed. In some cases, as, for example, the cabriolet bodies built by Messrs. Barker of South Audley Street, the principle of the side wind shields to protect the occupants of the back seats can be conveniently applied; that is to say, the overhead and back protection can be removed, leaving the car completely open, with the exception of a glass screen behind the driving seat, and windows forming lateral extensions to this screen on either side. When the car is being used as a closed vehicle it is a very decided advantage to have second side windows through which the occupants may obtain a good view of the country. The satisfactory fitting of these is perfectly feasible, but, of course, involves some additional expenditure.

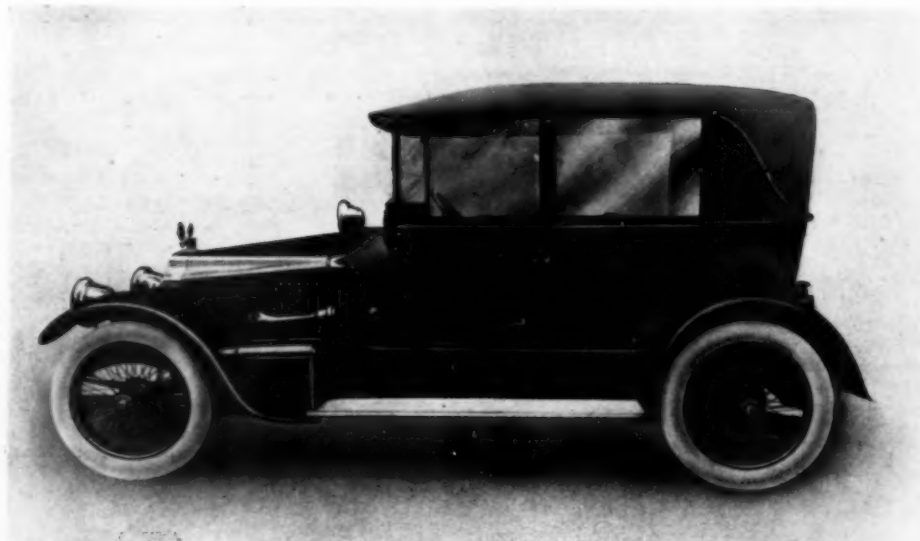
INTERIOR FITTINGS.

The tendency as regards door and window fasteners and fittings is all in the direction of simplicity. There are, of course, numerous patent devices for securing windows in any position, but the leading firms are almost unanimous in the view that there is nothing to equal the old glass string. This decision is not the result of mere conservatism. Numerous special devices have been given most careful and thorough trial. Some, admittedly, are fairly satisfactory, but the fact remains that the general opinion favours good fitting coupled with the old system for raising and lowering windows.

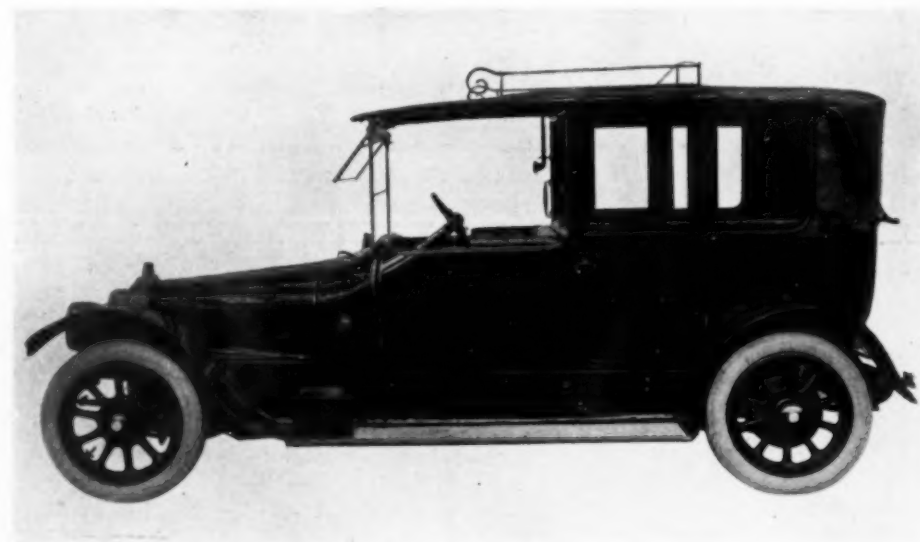
Doors are almost invariably fitted with some form of safety catch to prevent them from flying open accidentally. The importance of some such fitting will be appreciated by those who, like the writer, have ever taken a header out of the side door of a taxi-cab, owing to the previous occupant having left the off door closed but not latched. The result, of course, is that at the first sharp turn anyone who may be sitting on the emergency seat is thrown sideways against the door, which immediately flies open. In well equipped cars there is not the same risk, since the extra seats are generally supplied with back or side rests, and the passenger is not able to lean directly against the door.

In many cabriolet bodies the extra seats are so placed as to be face to face with one another. In practice this is quite a comfortable management because the occupant of such a seat can vary his position by turning half round so as to face towards the back of the car, using the back of his own seat as an arm-rest and the front of the car body as a back-rest. Many cars are, of course, fitted with extra seats, which can be fixed in a variety of positions, so that those occupying them face either forward, backward or sideways. Very often such seats are supported by legs, but as these are apt to

get in the way, some coachbuilders, as, for example, Morgan's, prefer to strengthen the stays and do away with the legs. This certainly makes a very neat job, and perhaps the only real

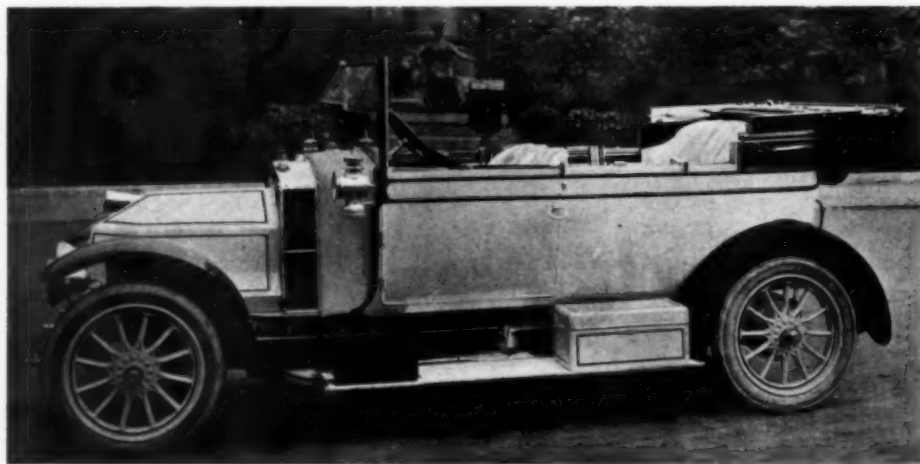


A VAUXHALL WITH AN INSIDE DRIVE BODY.
Built by the Bristol Waggon Co. and fitted to a Vauxhall chassis.



A 25-50 H.P. TALBOT LIMOUSINE LANDAULET.
A six-cylinder car with a useful type of body for general work

objection that can be urged against a seat of this type, capable of being faced in any direction, is that the need of giving leg room when facing forward necessitates a rather longer enclosed body, which means either increased wheelbase or increased overhang.



14-20 H.P. SIDDELEY-DEASY WITH ALL-WEATHER BODY.
An excellent example of the modern town carriage of moderate power.

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COMMUNICATION TO DRIVER.

Of the various means of communicating from the interior of the car with the driver, the simplest is the little framed glass trap in the front window of the body, the best known example of which is Goslett's made by Reed, Millican and Co., of Newcastle. The only objection to this device is, that when the interior of the car is fully loaded, the owner has to lean across one of his passengers in order to communicate with his driver. The Goslett trap is also fitted to wind screens to facilitate driving in wet weather. At the other end of the scale is the rather intricate and fancy electrical device which enables all sorts of directions to be displayed in sight of the driver by a corresponding manipulation of push buttons on a board conveniently placed in the car. It is difficult to see any real advantage of this system over the more simple and equally convenient speaking tube.

SLOPE AND ADJUSTMENT OF SEATS.

During the last year or so a great deal of attention has been given to the sloping of car seats so as to give the maximum of comfort. The point which, until comparatively recently, was, perhaps, partially overlooked is that a seat which may be very

comfortable for half an hour or so may become exceedingly irksome after a long uninterrupted run. Under such circumstances there is no need to emphasise the importance of ample leg room. The worst offenders in this respect are some of the new light cars, in which economy—of weight perhaps, rather than cost—has been carried so far as to make them distinctly uncomfortable if occupied by anyone who is not an exact duplicate in height and width of the "standard" man for whom they were apparently constructed.

In these days when a great many people who have previously indulged in the luxury of a chauffeur have, either through straitened circumstances or for patriotic motives, dispensed with the services of a man whose presence will probably be greatly appreciated in the mechanical transport columns, the question of comfort to the occupant of the driver's seat comes home to us with more force than ever. Matters relating to the actual operations in driving must be dealt with in another article, but we can at least refer here to the practice adopted, for example, by the Wolseley and Austin Companies, of adjusting the driving seat and steering to suit individual requirements, so that, whatever the height of the intending driver, the maximum of comfort on long journeys is secured by the proper disposition of the levers, pedals, steering wheel and seat.

SOME FITTINGS AND ACCESSORIES.

EXTERNAL FITTINGS AND OPEN CARS.

ONE of these points in connection with which some change has been noticeable of late is the shaping of the wings. The great popularity of the domed type of wing is not merely due to the vagaries of fashion. The shape now commonly employed certainly serves to prevent mud splashing better than the flat variety. One finds variations from the simple domed type, as, for example, in the variety favoured by Morgan's, who add two plain beadings and a flat lip at the front edge. The object of this departure is partly to contain the mud better, partly to maintain good appearance after wear, and partly also to increase strength by the formation of the lip.

It is, of course, standard practice to close in the sides between the chassis and the steps in order to keep the latter clean. Spare wheels, which are more common than spare rims, are carried low down in shaped wells, partly with a view to keeping weight low and partly in order that they shall not break the line and spoil the simple appearance of the body design.

In open as in closed cars the tendency is to provide for deep cushions on very low seats. Comfort is, of course, much increased by the practice of fitting high side doors flush with the body side along the whole length. The convenience of the driver is commonly consulted in all modern cars by collecting all the instruments together on to a board conveniently placed about flush with the back of the scuttle, where readings are more

easily taken than if the instruments are screwed direct on to the dash.

As to protection from weather for the occupants of open touring cars, the one-man hood which is now found in a variety of satisfactory types is practically universal. The hood is generally covered with waterproof twill, but in some cases thin leather lined with mohair cloth is used, mainly for appearance. It is supposed to wear somewhat better than the twill, and is certainly a good deal more expensive.

Wind-screens are usually carried in all-metal frames, the glass plates being embedded in rubber. The wooden frame, however, has by no means disappeared. In some examples wind-screens have side extensions pivoting back to afford protection from side draughts, but these are not very usual on front wind-screens. Another modern device favoured by some drivers is a screen not merely divided horizontally across its whole width, but with the upper glass divided vertically near its centre. With this arrangement it is possible for the driver to swing open the upper portion of the screen facing him without exposing the passenger by his side to any direct current that might result from so doing. This refinement, however, does not seem to be making a great deal of headway. It is, of course, in the nature of a complication weakening the structure. A strong tendency is the employment of wind-screens behind the driver's seat for the protection of the back passengers. These are adjustable fore and aft, and often have side flaps or aprons that can be drawn round the knees. These back screens represent



A BROWN, HUGHES AND STRACHAN INTERIOR.
Showing occasional seats, window fasteners, top ventilators and light luggage carrier.



WOLSELEY OCCASIONAL SEAT.
Arranged to fold up flat against side of car.



GROUP OF "WOLSELEY" AMBULANCES LEAVING FOR THE FRONT

"WOLSELEY"



ON ACTIVE SERVICE.



DELIVERING BREAD TO TROOPS.

A very large number of Wolseley Vehicles, of various types, have been supplied for the use of the British Military and Naval Forces. The illustrations on this page show a few of these.

WOLSELEY MOTORS, LTD., Adderley Park, Birmingham.

Proprietors: VICKERS, LIMITED.



BATCH OF "WOLSELEY" WAR LORRIES READY FOR DESPATCH.

one of the most tangible steps towards improved comfort in open cars to be found in the most modern practice. It is, of course, impossible to go into the question of little details, such as the fitting of cabinets, pockets, travellers' companions and the like, which are merely a matter of individual taste.

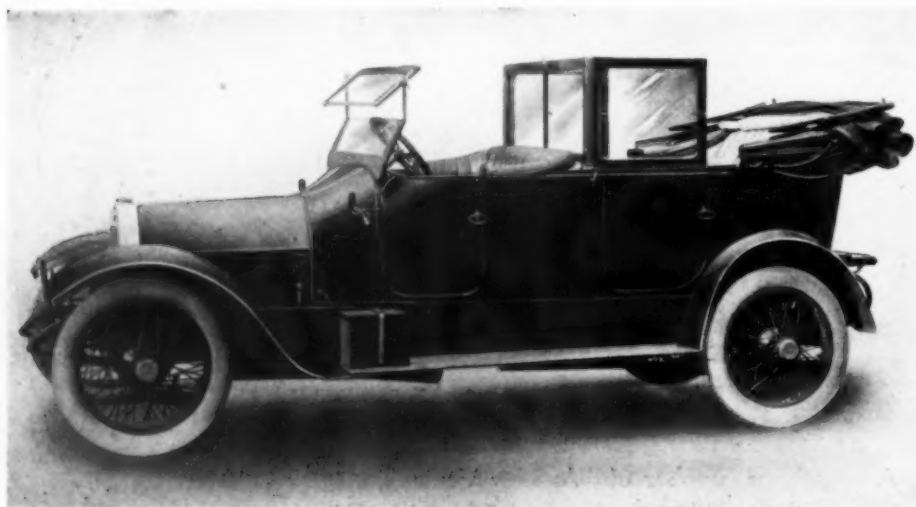
LUGGAGE CARRYING

When we are concerned with anything more than a day's run the question of comfort is, to no small degree, associated with the luggage carrying capacity of the car. Just at present there are many classes of service for which good luggage carriers may be particularly necessary; for example, on staff cars and on those employed by medical and surgical officers. In the latter case the equipment carried ought evidently to be packed



INTERIOR OF A SEVEN-SEATER LANCHESTER LIMOUSINE.

Upholstery, lighting and fittings are arranged on the luxurious lines for which this make is famous.



BRISTOL CABRIOLET WITH HOOD OPENED.

The rear screen and windows are left in position to afford protection from draughts.

in such a way that any portion of it can be got at very promptly when required. For such purposes the "chested" grid trunks made by such firms as Brooks' should prove very suitable.

This type of trunk, of course, consists of an outer casing, which can be more or less permanently secured to the grid, and which contains from two to four cases of varying sizes suitable for different sorts of luggage. These can be removed in an instant when the outer case is opened without troubling to detach the latter, and the actual pieces of personal luggage are, of course, in this way kept perfectly clean.

The materials commonly used in the construction are three-ply wood and a covering of leatheroid. The jointing of the outer case demands, and receives from the best makers, very great care in order to make the whole contrivance perfectly weather-proof.

The cases can, of course, be held on the grids by straps, but this method is not perfect, because the straps under some conditions stretch, and under others tighten themselves. This means jolting and consequent rubbing and damage. Also, in the case of single trunks which have to be detached each night, it often involves a good deal of hard work, not only in

strapping up firmly in the morning, but particularly in detaching when the straps have tightened up through rain and become coated with mud.

Messrs. Brooks have a particularly neat attachment to take the place of the ordinary strap. This is known as the "Instantus" holder. A hook at the bottom of the holder grips a staple which is riveted to the grid. The hook is readily adjustable, and at the top of the holder is a lever arm which is slipped through a loop on the trunk and then pulled over, drawing the trunk firmly downward by means of a considerable leverage until the lever arm of the holder reaches a stable position. To remove the trunk, the

lever arm is released, and the pressure thus immediately relieved. In use this holder keeps the trunk very secure and prevents any jolting. The same makers employ a rather similar principle in the lever clips, by means of which the trunks themselves are kept closely shut. These clips are easily adjustable, so that when wear begins to make the fitting rather loose, all that is necessary is a turn of a screw, and the trunk edges are held together as tightly as ever.

There is no need to go into details as to the variety of shapes in which motor trunks can be had and positions in which they can be placed. In short, suitable luggage carriers are available for any position on a car where they can reasonably be put.

Even the owner of the smallest light car will find that he has had consideration, and the addition of a number of trunks for this type of vehicle to the series previously stocked by Messrs. Brooks is, perhaps, the most recent development in the matter of luggage carrying equipment.



SEATING OF A BRISTOL BODY.

The front seats are made to fold up so as to give access to the rear.

INVINCIBLE TALBOT

IN this great World War the motor-car is proving indispensable, and it is an open secret that Talbots are doing their liberal share. Equipped as armoured cars, transport cars, staff cars or ambulances they are constantly revealing that sturdy reliability which has made them famous throughout the Empire.

A fitting sequel to the many Colonial successes of the Invincible TALBOT was the inclusion of a fleet of them in the motor-car chase of De Wet, when for hours they ploughed through sand and bush tracts across the South African Veldt to the successful rounding up of the exhausted rebels.

Yet this same chassis allied to Talbot coachwork is as docile and comfortable a car as one could wish or money can buy. Manufacture of all 1915 models is busily proceeding in readiness for the brighter months ahead.

12-h.p., 15-20 h.p., 20-30 h.p., 25-50 h.p. (4-cyl. and 6-cyl.) MODELS.

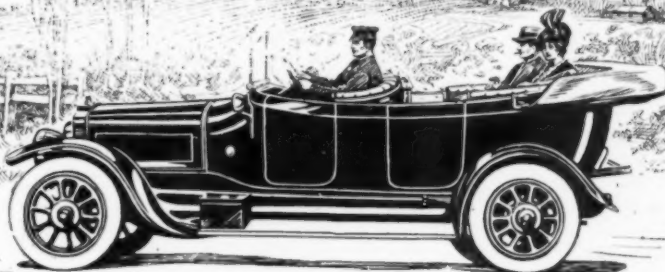
CATALOGUE ON REQUEST.

CLEMENT TALBOT LIMITED,

Automobile Engineers and Manufacturers,
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to travel
100 Miles in
One Hour.



25-50 h.p. (4-cylinder) TALBOT STREAMLINE TOURING CAR

72
Highest
Awards
in 1914
Trials.

TIRES, WHEELS AND SPRINGS.

THE PNEUMATIC TIRE.

IT is evident enough that comfort in motoring is largely dependent upon the behaviour of the tires. Tires look so much alike that it is difficult to realise that there may be all the difference in the world in their real quality, not only on account of variations in the raw materials, but because of the degree of trouble that has been taken and scientific care expended in the various manufacturing processes. It is clear that in the manufacture of tires the large concern has great advantages in the matter of obtaining materials of the highest quality in large quantities, and maintaining the

be thoroughly understood and, so far as may be, resisted. More intelligent selection of materials or more scientific use of these materials in the process of manufacture alike tend to the production of a tire casing capable of swallowing or absorbing road shocks, and so giving a full measure of comfort.

OVER SIZE TIRES AND RUNNING PRESSURES.

Other factors making for comfort are the provision of a thick tread which will compress and form a cushion against shock, the proper shaping of the tire, and the use of tires of adequate section. The greater the volume of air dealt with in the tires, other things being equal, the better the result. Moreover, the best results cannot be got unless the correct pressures are employed, and if small tires are fitted, the small supply of air within them is apt to heat up sufficiently to alter the pressure materially.

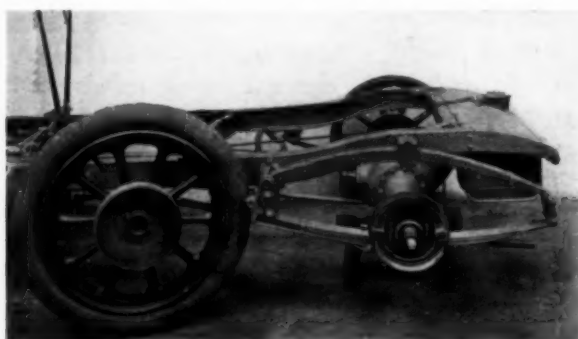
An over inflated tire may be satisfactory from the point of view of wear, but most unsatisfactory from the point of view of comfort. On the other hand, under inflation is thoroughly uneconomical. The best results are generally obtained by fitting over sized tires and inflating them to a proper but moderate degree. The correct degree of inflation is variously stated by



THE COMFORT OF GOOD SUSPENSION.

The photograph shows the capacity of the Lanchester for "absorbing" obstacles.

necessary scientific staff and equipment to enable those materials to be utilised to the best advantage. Take, for example, the tire casing formed of numerous layers of fine canvas, impregnated and covered with thin coatings of rubber. If the quality of the canvas is not just right, or if the supply of rubber is stinted, the layers will not continue to adhere firmly together. Internal friction will result, and the casing will break up long before it is worn out. Proper quality and manufacture also ensure proper elasticity, a characteristic which is directly connected with our main subject. In tire construction, most complicated stresses tending to stretch and to bend the materials of the tire have to

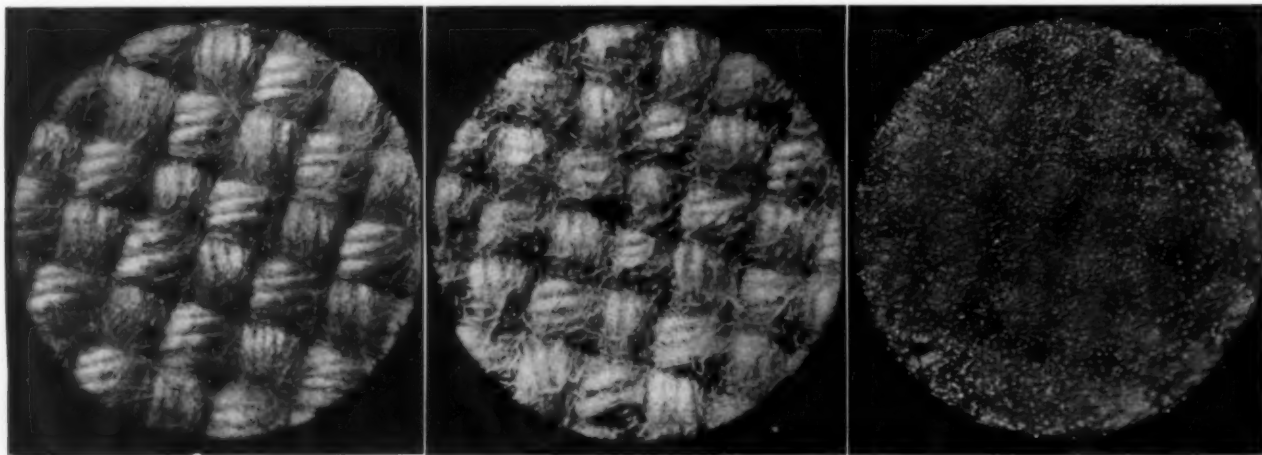


FULL ELLIPTIC SPRINGS

Which provide the rear suspension of the Austin car.

various authorities. Roughly speaking, it varies from about 45lb. or 50lb. per square inch in a lightly loaded 65mm. tire to about 80lb. or 85lb. per square inch in a heavily loaded tire of about 150mm. Front tires need not be inflated quite so far as back tires, which have to transmit the power to the road as well as bear the greater part of the weight of the car. It is well worth while to carry a reliable tire pressure gauge, and also to go to the expense of a good tire pump. Particularly in the case of the man who drives his own car it is advisable to own a tire pump which will do its work without breaking the back of its proprietor. Without it the temptation to run with under inflated tires is very great. The work of tire inflation is, of course, accounted for in a few instances, as, for example, the Cadillac, by the fitting of a power pump, which relieves the driver of all trouble in this connection.

However excellent a pneumatic tire may be, there is always the possibility of a puncture or burst. Hence the popularity of the spare wheel or spare rim. Of these two the former is now the more common. Among the desirable features in a spare wheel should be ease of attachment and detachment, rigidity and security when in position, and reversibility—or, in other words, suitability for use on either side of the car.



THREE MICROGRAPHS SHOWING STAGES IN THE CONSTRUCTION OF A DUNLOP TIRE.

1. The original canvas. 2. The canvas impregnated with rubber. 3. The canvas wholly covered with rubber.

DAIMLER CARS FOR 1915.

SUBSTANTIALLY the Daimler Programme for 1915 remains as it was for 1914, except that the intervening experience has afforded opportunity for improving the design in detail that mostly affects the refinement of convenience.

The range of cars is as follows:—

The "Special Daimler."

The Six-cyl. "Thirty."

The "Twenty."

The "Special Daimler" is, of course, a six-cylinder car, and its appointments are effected solely with one end in view—to produce the most perfect of road carriages.

The "Thirty" is also

battery charging circuit. This permits the dynamo to remain switched "on" at all times, and thus avoids an inconvenience that was particularly marked on those cars that were much used in London traffic. Frequent use of the electric starting system is a drain upon the batteries that can only be made good by taking every possible opportunity for re-charging. To be always switching on and off the dynamo was an undoubted nuisance, attended also with the risk that the switching-on might be forgotten. With the electric "cut-out" the dynamo switch may be left "on" always.

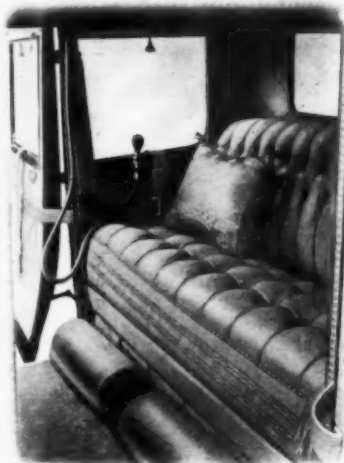
In Daimler coachwork there has again taken place a step to



a six-cylinder; it is of the same cylinder dimensions as the "Twenty," but in the design of the chassis it follows the line of the "Special." It is, moreover, constructed so that it can be fitted with the "Special" bodies if desired, although there is a range



the direction of further luxury, which is still of the unostentatious order. Last year there was some complaint of slightly insufficient leg room in the front seats of the "Twenty." All people are not built alike, but in deference to



of less costly coachwork designed particularly for the 30 h.p. chassis.

The "Twenty," which was an innovation last year, has proved in all respects a most popular model, and has thoroughly justified the boldness of its conception and design, which in respect

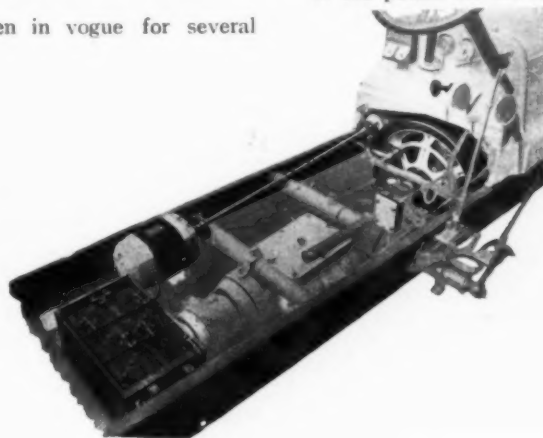
weight of opinion the standard 20 h.p. touring car has been altered in this particular. An appreciably shorter change speed lever on this and other models is another modification that accords with popular preference, and the same can be said of slight modifications that have been effected in the disposition of the pedals on the 20 h.p. chassis and in the slope of the steering column on the 30 h.p. chassis.

to the chassis represents in a marked manner from what hitherto was Daimler practice.

Electric lighting, which has seasons, has thoroughly established itself in public favour; and the same can now be said of electric starting, which the Daimler Company may claim to have pioneered as a standard feature on a complete range of cars. The system has proved thoroughly satisfactory; in fact, it has served its purpose to a degree that has, we believe, surprised many who were sceptical of so simple an apparatus accomplishing so much.

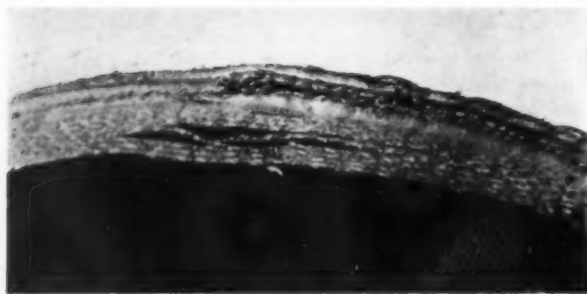
An improvement that will be appreciated is the addition of an automatic "cut-out" in the

been in vogue for several



Numerous refinements, such as alone can come from prolonged experience, have been introduced in various places, and there has been a tendency to include "extras," that are in common demand, such as a speedometer, which is now standard on all types.

Our illustrations show some interior views of Daimler cars, the upholstery of which is most luxurious and complete. The position of the self-starter on the chassis is also illustrated.



SECTION THROUGH TREAD OF A TIRE.

Showing the result of treating with insufficient rubber. The disintegration has been accelerated by under inflation.

A good many attempts have been made to get over the puncture trouble by the use of air substitutes; that is to say, fillings of a flexible and elastic nature which take the place of the air in the inner tubes. One of the great difficulties has been the tendency of most of these compositions to develop "flats" if the car is left standing for any considerable length of time. Some of them also disintegrate or perish after a comparatively short period. One or two promising fillings have, however, been recently put upon the market, and employed fairly extensively on certain cars owned by the Government.

SPRINGS AND SHOCK ABSORBERS.

The springing system has been one of the last things about a motor vehicle to receive the attention that it deserves, and as yet it is by no means decided what will be the type of spring that will ultimately survive. The most popular at present is still the semi-elliptic, which, if properly designed, has admirable



THE DAIMLER SUSPENSION.

View illustrating the excellent system of cantilever springs embodied in the design of the new Daimler "Twenty."

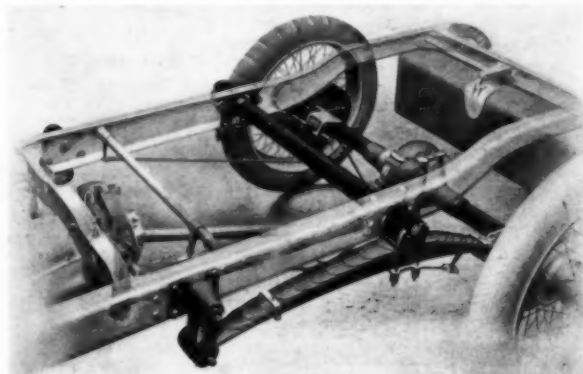
features, especially when underslung as in the latest Sunbeams. The three-quarter elliptic is not uncommon, the extra quarter spring having something the same effect as would be got by using a longer semi-elliptic. In some instances the rear ends of the back springs are connected together by a transverse spring. This gives, as a rule, a very soft suspension, but has rather a tendency to increase rolling, and is more popular for town work at moderate speeds than for fast driving in the country. The same objection can be urged against the use of a single transverse front spring.

Perfect springing is a most difficult object to attain. The results depend not only on the length and aggregate thickness of the spring, but on the shape of the chassis frame, the proportion between the frame and the springs, the position of the latter, the number of leaves employed, the thickness of the leaves, the initial camber of the springs, and various other points. To illustrate the apparently trifling items which go to the making of a really satisfactory suspension, we may take a detail improvement recently introduced into the Vauxhall design. The spring horns and shackles are now made with solid

eyes fitted with phosphor bronze bushes, into which fit hardened and ground pins. The bushes have very large flanges at the ends, fitting perfectly sideways in the spring horns and shackles. By this means the tendency to roll which is liable to occur when the outsides of the spring bear against the inside of the spring horns and shackles is eliminated, and a slight degree of extra silence in running is thus secured.

To return from the particular to the general, the cantilever type of spring has, of course, made great progress of late years. The credit here is due to the Lanchester, which still remains a first-class example of a general type. It has an advantage not shared by most cantilever suspensions, owing to the presence of a parallel link motion, which limits the rotational movement given to the axle as a result of the working of the springs.

The latest development in springing is the Wolseley compensated cantilever system. We gave some particulars of this



THE WOLSELEY SYSTEM OF COMPENSATED CANTILEVER SPRINGS.

A new development in car suspension fitted to the firm's 1915 models.

a few weeks ago. The system represents an attempt to secure gentle movement when the springs are working together, and yet to get rid of the accompanying difficulty that such springs are liable to make a car roll badly. In the Wolseley plan the two cantilever springs are fixed at their centres to a single rocking cross bar, which limits the freedom of action of either spring when endeavouring to operate independently.

Many successful attempts have been made to improve springing by the addition of shock absorbers and auxiliary springs. The purpose of a shock absorber is to permit the spring to give before an obstacle, but to control its subsequent tendency to rebound. A good shock absorber should for this reason operate particularly in one direction, and not equally in both. The purpose of auxiliary springs is quite different. Their function is to absorb small and frequent road vibrations, leaving the long, slow moving springs to attend to the more severe shocks. It does not always follow that springing will be improved by the addition of auxiliary devices. Everything depends on the original causes of its imperfection and on the character of the roads upon which the car will chiefly be called upon to operate.



AN OAKLAND CAR.

Photographed with the engine running fast, in order to illustrate the freedom from vibration under these circumstances.

THE CUNARD TORPEDO ENCLOSED BODY.

With Adequate Protection for the Passengers in the Back Seats.

FOR many years past lavish attention has been given to the design and equipment of the landaulette, the limousine, the cabriolet and other forms of car bodies designed to give very complete protection to the passengers. Many little improvements have been introduced, and every detail has received careful consideration resulting in a high degree of convenience and luxury. Meanwhile, the open or touring car has, so far as the details of its body design are concerned, been somewhat neglected. Certainly its lines have been enormously improved, and at the same time the comfort of the driver has been studied. These two influences have led to the adoption of high side doors and of the scuttle dash, while considerations of comfort and convenience have brought about improvements in wind screens, and in the means of manipulating hoods. Nevertheless, the passengers in the back seats are, as a rule, still left to protect themselves as best they can with overcoats and rugs.

This state of affairs has received close attention from the Cunard Motor and Carriage Co., Ltd., of 135, Lower Richmond Road, Putney, S.W., the designers of the Napier coachwork. The result is an improved type of Cunard torpedo body, possessing a number of very important and original features. The chief speciality is the arrangement of glass screens mounted on the back of the panel behind the driver's seat. Two parallel glasses are here fitted, one being attached to the panel by hinges along its lower side, and the other hinged to the upper edge of the first. Under normal weather conditions, the two screens are fixed vertically, forming an effective protection against wind. When the conditions render it desirable, both screens are folded back so as to rest horizontally on the tops of the

rear doors. In this position, they form what is equivalent to a very deep scuttle dash, giving excellent protection from cold and draught. Further protection is again provided by raising the upper screen, and securing it in a vertical position. The combination now gives the same protection as is afforded to the front passengers by the scuttle dash and front wind screen.

The comfort of the back seat passengers is again considered in the design of the hood, which has side curtains. When the hood is raised these can be attached to it and to the side frames of the glass screen, which is then placed in a vertical position. A valance is also fitted to the hood and can be attached to the top of the glass screen. Under these circumstances, the rear seat passengers are as thoroughly protected from wind and rain as they would be in a landaulette or limousine. This ingenious arrangement, which has been provisionally protected, combines the advantages of the closed and open car without the disadvantages of weight and complication involved in a landaulette or a cabriolet. In spite of the perfect protection that is available, the vehicle is, under good weather conditions, a perfectly open car at its best, the beauty of its lines unaffected by attempts at compromise, its weight not increased, and all the characteristics which make the open car the most popular type with those who appreciate the exhilaration of motoring unimpaired. When weather protection is unnecessary, the hood drops into a receptacle in the car body and is completely hidden from sight. The new Cunard torpedo body is the first example of an essentially open vehicle, fitted with perfect means of protecting the passengers in the back seats from wind and rain just as adequately as it is possible to protect those occupying the front seats of the car.



A PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

CHAPTER THE SECOND.

NOW it came to pass that the two travellers were delayed on their journey. "Look!" cried he who had bought wisely; "thine ass has cast a shoe." And it was even so. So they tarried awhile, and he who had bought too well shod his beast with a shoe that he had to spare. And the wise man smiled again in his beard, and they continued on their way, the one with the other. And behold the way was exceeding rough, and they were yet again delayed. "Look, friend, thy beast has cast another shoe!" And it was even so. So he shod his beast with yet another shoe, but was sore distressed, for the way was long and hard, and he felt not safe. And they continued on their way, the one sore troubled in his mind, and they spake not the one to the other. (To be continued.)

MORAL:—Depend not on quantity but quality.

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THE DUNLOP RUBBER CO., LTD.,
Para Mills, .. Aston Cross, .. Birmingham,
Founders of the Pneumatic Tyre Industry throughout the World.



14 h.p. HUMBER.

"Efficiency, appearance and completeness at a strictly moderate figure" — thus "J. O." of the "Westminster Gazette," sums up the 14 h.p. Humber.

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AGENTS EVERYWHERE.

Humber

THE COMFORTABLE CAR.

IN the articles which have gone before, we have endeavoured to deal briefly with certain more or less definite subjects in connection with car and body design and fittings. There still remain numberless points making for comfort and convenience not yet mentioned. Thus, for example, if we look at the whole question from the point of view of the owner-driver, light steering without back-lash is undoubtedly very desirable. In order to be able to get rid of back-lash when it appears, the worm and complete worm wheel has advantages over the worm and segment. Easy steering is helped by at least some approximation to the system in which the pivot pin is inclined outward at its lower end and the stub axle downward at its outer end, with the result that the line of the pivot pin, if extended, would touch the ground at the point of contact of the tire.

The driver is also very deeply concerned with the comfortable disposition of his seat in relation to the control levers and pedals. Most of the best makers now make a great point of studying this



THE LANCHESTER CONTROL GEAR.

An arrangement which allows free access to the driver's seat by the door on the offside.

are fitted to suit each individual's requirements. Generally speaking, British makers have studied this question of the comfort of the driver very thoroughly. Allied with it may be mentioned the tendency towards the fitting of engine starters, which not only save labour, but get rid of the discomfort of the driver having to push past his passenger after starting up. Reference has already been made to this development, for which we must express indebtedness to America, and perhaps particularly to the Cadillac car. The Daimler was one of the first British concerns to standardise an electric starter on a complete range of cars. Humbers resort to the same practice, together with a number of other manufacturers, but as yet it is by no means so general here as it is in the States. The Sheffield-Simplex has pioneered in Great Britain the type of starter that is actually built into the transmission.

While on the subject of the convenience of the driver, mention should be made of the slight tendency towards the fitting of central control, with its accompanying advantage of free entrance to either side of the car. This is one of the features of the Willys-Overland models of this year, other points of the same car being the powerful engine starter, the full equipment and excellent arrangement of indicating devices, and the admirably roomy and well shaped body. Among British cars, the Lanchester is, of course, a well known example of the adoption of central control.

Going further back, a point on which cars differ considerably is the ease of adjustment of the brakes, a very important matter



COMFORT FOR THE DRIVER.

In the Austin cars means are provided for adjusting the driver's seat so as to bring the levers and pedal into the most comfortable position, and so to save fatigue on long distance runs.

question. For example, the manufacturers of the Humber cars emphasise the great importance of the subject, and also the desirability of making the pedal control sufficiently light not to induce fatigue. In the new Daimler "Twenty," certain alterations have been made in the disposition of the control and the driver's seat since last year, and a shorter change speed lever has been fitted. The purchaser of a Wolseley can be "measured" for his car, as accurately as his tailor could measure him for a suit. In the Austin, the driving seat and the steering



SEAT USED BY THE WOLSELEY COMPANY.

For measuring a customer so that the driving control of his car can be arranged exactly to "fit" him.

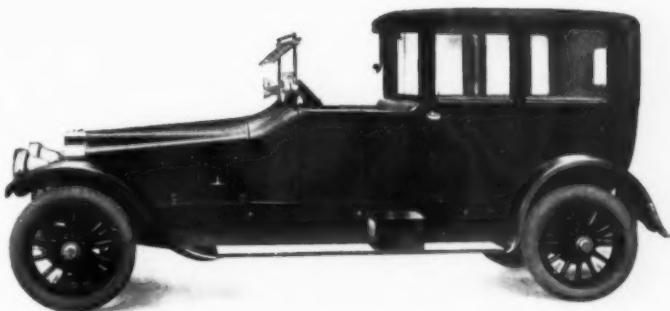
from the driver's standpoint. A sound example here is the Humber, in which all that is necessary is the turning of an adjustable wing nut by hand, no tools being required. This method is fairly general, but might with advantage be universal. In some cars the transmission brakes are distinctly inaccessible, and in a good many the diameter of the brake drums is by no means too big. Front wheel braking has not made great progress, though there is merit in the system of diagonal braking, which undoubtedly helps to prevent sideslip.

It is impossible in a very limited space to go into all the little points by means of which greater silence in running of engine, gears and transmission can be attained, though all of these are germane to our subject. Undoubtedly the worm gear is responsible not only in the cars to which it is fitted, but by its influence in others also, for silencing the transmission. Here again the Lanchester was a pioneer, and the Daimler worm gear, with which the name of Lanchester is also associated, affords an excellent example of modern practice.

Vauxhall

THE CAR SUPEREXCELLENT

THE Vauxhall-Grantley limousine, to be seen in our showrooms. A noteworthy example of the *automobile de luxe*: imposing but not pretentious, richly-finished but not ostentatious; and offering per se an unequalled value of power and refinement. In accordance with the latest practice of high-grade English coachbuilding, the permanent roof is not carried forward to the wind-screen, the object being to give the interior the maximum of light and air. The front lights are moved by sliding, and therefore require very little effort to open. A roll-up canopy is provided to afford shelter to the driver. The chassis is that fine production the Vauxhall 35 h.p. six cylindered type. The complete carriage, including the "V.M. equipment," £1,050



VAUXHALL-GRANTLEY 35 H.P. (6 CYL.) LIMOUSINE

A signal honour Vauxhall cars were supplied to the Government in the early days of the war. The satisfaction they gave was so remarkable that the company was subsequently honoured by the War Office with a

contract for as many of the 25 h.p. model as it could produce—and it is indeed a signal honour that the military authorities should evince so high an opinion of the Vauxhall ideal of a four-cylindered machine in the large car class.

VAUXHALL MOTORS (1914), LTD., 174-182, GREAT PORTLAND STREET, LONDON, W.

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Telegrams: Whirling, London.

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Its great comfort, luxurious finish & dignified appearance makes the wonderful value seem ever greater as one's experience of the car widens.

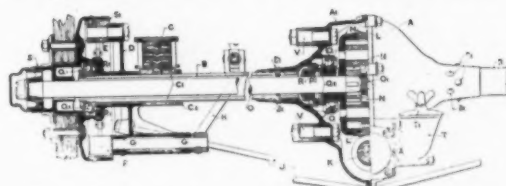
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THE FAMOUS 12h.p. ROVER £350



THE ROVER BACK AXLE

It will be seen that the weight of the car is taken on the axle casing itself through the Ball Bearings "Q1," so that the axle shafts have only to transmit the driving power. The Road Springs "C" are attached to Spring Pads "C1," which are capable of axial movement on "B," so that every possible movement of the back axle is allowed for when driving over bad roads. The greasers on these spring pads should be frequently used.

The main drive is through a Worm "K," driving the Worm Wheel "L," and as the worm is situated underneath it will be seen that this gets full advantage of lubrication. The axle is Lubricated through the Oiler "T," after removing the Lid "T1." This Oiler is set at exactly the right height, so that too much lubricant cannot be inserted, hence there is no lubricant to leak out on to the brakes; while, in addition, Oil-retaining Washers are fitted at "R" and "R1."

Large-sized Greasers and Oil Cups are fitted where necessary on the Axle, and it is important to see that these are frequently used and kept well supplied with lubricant.

The Rover Company Ltd., Meteor Works, Coventry
AND AT
59/61, New Oxford St., LONDON, W.C. and 16, Lord Edward St., DUBLIN.

FOR THE COMFORT OF THE TROOPS.

THE MOTOR BATHROOM.

WE are able to illustrate what we believe to be the first equipment of this kind ever constructed. It was designed and built by Messrs. Brown, Hughes and Strachan, acting upon general suggestions made by Mr. Lort-Phillips and by Lord Norreys of the St. John Ambulance Association, for which organisation the first motor bathroom has been fitted up. While on the road the car and its equipment are quite self contained. Twelve collapsible baths specially designed for the purpose are carried in the interior. The canvas which forms the side



A TRAVELLING BATHROOM FOR THE ARMY.

A new and ingenious departure in mechanical transport for which Messrs. Brown, Hughes and Strachan are responsible.

tents is rolled up under shelves, and the tent poles and gratings are placed upon the roof, which is provided with a luggage rail. The car is prepared for work by fitting up the side tents, each of which provides accommodation for six baths. These are constructed of proofed canvas to stand hot water, mounted upon a double iron framing, and extended and held rigid by a special type of toggle joint. Extra canvases are provided to stretch on the ground under the baths. These are fitted to eyelets at the bottom of the tent poles. Each tent thus formed measures about 8ft. by 10ft.

The hot water for the baths is supplied by means of hoses and taps on each side of the body. The heating apparatus inside the car is in duplicate. It is placed at the forward end, and consists of two circulating boilers containing coiled copper tubes, heated by flames from specially designed burners fed with paraffin spray under pressure from a six-gallon drum carried on the step board. The boilers are capable of supplying water at the rate of two gallons a minute to each of the taps, raising the water from cold to a temperature of about 140deg. Fahr. If the taps are not turned on and the boilers are left working, the water merely circulates back to the fifty-gallon main supply tank, the whole contents of which are gradually raised to a temperature approximating to boiling point. The boilers carry about five gallons each, bringing the total water capacity up to sixty gallons. The supply is replenished from any available source by means of a hose and semi-rotary hand pump conveniently situated outside the back of the car. The water system also includes a small tank, into which water can be passed after being raised to a sufficiently high temperature to ensure that it is perfectly sterilised. This supply can be safely used for drinking or for surgical purposes.

FUMIGATING THE MEN'S CLOTHES.

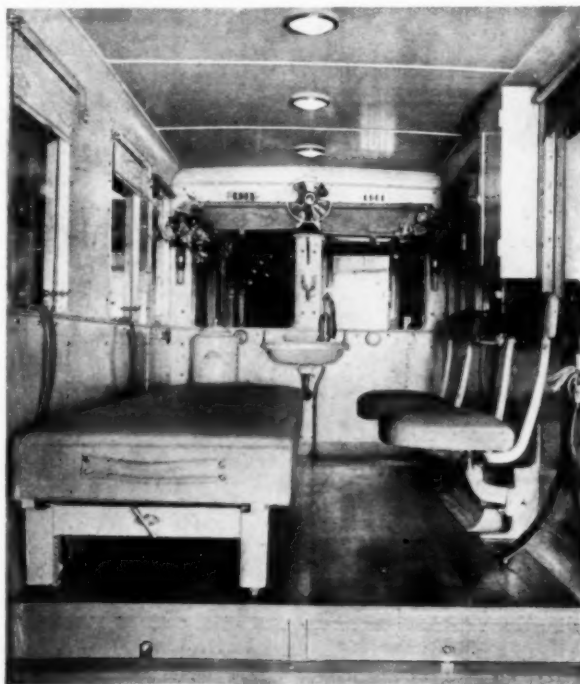
Both the floor and the roof of the car are lined with sheet iron, and the body in the neighbourhood of the boilers has a lining of an efficient fire-resisting material. The interior of the car is lighted and ventilated by a window at the front, which opens by sliding laterally, and by two side windows which open upward and outward. On the right-hand side of the interior

of the vehicle is the main water tank, below which are two large shelves and two substantial cupboards. On the left-hand side is the fumigating cupboard. This is a most useful device, to the design of which Mr. Strachan has given very careful attention, with marked success. It consists of a double iron casing about 4ft. high, 4ft. long and 18in. deep. Below it is a tank, and below this again is a burner, the gases from which pass up between the two linings of the cupboard, and thence into a flue through the roof. Inside the cupboard are brass rods and hooks to carry thirty suits of clothes. The inner casing of the cupboard is lined with a special material to prevent the condensation of the vapour from the tank. This vapour rises through a perforated plate in the floor of the cupboard. It does not consist merely of steam, since the water in the tank is mixed with chemicals, the fumes of which are effective for disinfecting purposes and for the destruction of vermin. When the mixture in the tank has evaporated, the tank is removed and a drying plate takes its place. The flame from the burner raises this plate to a red heat, and the ventilators above the cupboard being open, the moisture is drawn out of the cupboard and the clothes thoroughly dried as well as being fumigated. The fumigating system is, of course, quite independent of the hot water system. The former can deal with thirty suits of clothes in about an hour and a quarter, while the latter can supply hot baths for twelve men every twenty minutes.

The whole apparatus is designed to fit into a body not too long or heavy to be applied to any good strong chassis of about 20—30 h.p. Extremely long wheelbase is not necessary, and the only alteration likely to be needed is a little stiffening of the back springs. The whole scheme is, to our mind, one which is well deserving of the attention of all the authorities concerned. The supply of a sufficient number of motor baths, whether as a result of official contracts or of private charity, would be an inestimable boon to men to whom, after cultivating lifelong habits of cleanliness, a perpetual condition of dirt constitutes the worst of the many discomforts of their position. Moreover, as we have already pointed out, cleanliness is not merely desirable as an end in itself, but because it affords the most effective means of resisting and limiting the spread of infectious disease.

MOTOR AMBULANCES.

Ever since the outbreak of war, great activity has been displayed in the equipment of motor vehicles for the service of the troops, and more particularly with a view to increasing the comfort of the wounded. The first and greatest development was that of the emergency motor ambulance. The need for large numbers of these vehicles was realised by the British Red Cross Society within a week or so of the outbreak of hostilities. First of all, a very simple type of body was adopted, and was applied to any chassis made available by private motorists. In the first instance, it was believed that it would be advisable to interpose between the stretchers and the ground some suspension in addition to that of the car itself. Various devices were tried, and temporarily adopted to this end, but they were finally




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abandoned in the interests of perfect simplicity. The first bodies built were really constructed primarily with an eye to home service between the stations and the hospitals, and consequently it was not surprising that when these were despatched in response to an urgent demand from France, they gave trouble owing to a lack of strength in the means adopted for securing the bodies to the chassis.

Another prolific cause of trouble was excessive overhang of the body at the rear of the car frame. With the majority of chassis a big overhang is unavoidable, because the body has to contain stretchers about 8ft. in length. Overhang not only increases the strains on the body and reduces its life, but also decreases the comfort of the patients carried. To secure maximum comfort, the stretchers ought to be carried well within the wheel-base, so that the men in them are not subjected to the full movement of the rear springs. In view of this difficulty, rigid regulations were after a time enforced, strictly limiting the overhang permissible in the case of ambulances for foreign service. This step was followed, when ample funds became available, by the determination to purchase chassis constructed with specially long wheelbase, instead of employing miscellaneous vehicles, though hundreds of the latter were sent out in the early stages. By purchasing in fleets, the extremely difficult work of maintaining large numbers of cars at the base in France was simplified to a considerable degree.

Up to the present the British Red Cross Society has sent out something like 900 motor ambulances, and the allied body—the St. John Ambulance Association—has also despatched very considerable numbers. Most of the vehicles are designed to carry four stretchers, and are covered with waterproof canvas. The limited time available for their construction, and the desirability of keeping down the price to enable the maximum number to be supplied, together operated to prevent the types adopted being really ideal from the point of view of luxury and comfort. The standard ambulance is, however, a very adequate vehicle, and thoroughly suited to its work.

There are also in service a considerable number of ambulances specially constructed by individuals. Some of these are very ingeniously designed and luxuriously equipped, but the trouble in such cases is often the tendency to overload the chassis and detract from its general utility. Organisations in this country have supplied ambulances not only for our own forces, but for those of our Allies, and British manufacturers have also sent large numbers of ambulances to Russia. Some of these are very commodious vehicles, mounted on substantial lorry chassis, and carrying no fewer than twelve stretchers each. Motor omnibuses have also been adopted for ambulance work; in fact, the Paris type of bus was constructed with an eye to military service, and can be used either for ambulance work or for the carriage of supplies, the latter being the duty to which it is, in point of fact, more commonly put.

TRAVELLING KITCHENS.

The next considerable step towards providing motor comforts for the wounded was the development of the travelling soup kitchen. A very fair number of these has been sent out, representative of different designs and types. In some cases the kitchen is a fairly large room on a long lorry chassis. In others it is smaller, and is arranged to be carried on a substantial touring car chassis. The methods of heating also vary. In some instances "Primus" stoves are employed, in others the fuel is paraffin vapour supplied under pressure, and in others, again, acetylene has been used with good results. These kitchens are primarily intended for the service of the wounded, the idea being to send them forward from the hospital in the direction of the front, so that the men can be given some warm food when about half their long and trying journey has been covered.

Naturally, in practice the kitchens serve wider purposes, and, in fact, must often do the duty of the regular motor field kitchen. Various types of the latter have been described in our columns from time to time. They are designed, as a rule, for quantity rather than quality, though the latter must, of course, be satisfactory. Some of them embody several interesting points, as, for example, the Russian kitchens intended for use at high altitudes, and, consequently, arranged so that the steam is contained under pressure, and the boiling point, which would otherwise be unduly low, elevated to the necessary extent. The big field kitchens use as fuel either oil, coal or, in some instances, wood.

A very capacious motor field kitchen, which will shortly be sent out to the front, has just been completed to the order and suggestions of Mr. Lort-Phillips, acting on behalf of the Carlton Club, the members of the Club having subscribed the

necessary funds. The kitchen has been built throughout with a view to thorough utility, and no ornamental or needless fittings are to be found about it. It is mounted on a six-cylinder Leon Bollée chassis of 36 h.p. The cooking arrangements consist of the B.H.S. central heating system, supplemented by a twenty-gallon boiler heated separately by its own burner. Three smaller boilers, capable of cooking about ten gallons of soup or broth at a time, are heated from the central apparatus, which also supplies steam to the two containers for cooking vegetables. These are situated on a metal covered ledge by the side of the sink.

A new kind of burner working on the coil principle is employed for heating. This is a more powerful apparatus than those previously employed in other B.H.S. soup kitchens of smaller capacity. In the present example there are two burners, one below the main boiler and the other below the central heater. The paraffin supplied to them is compressed in a reservoir fixed on the right-hand side of the car. To the top of this reservoir is fitted a cock, from which a pipe is taken to the roof of the car. Here the pipe is connected to a burner, upon which is fitted an ordinary incandescent mantle. The lighting of the interior of the car is in this way easily and ingeniously accomplished, an illuminant of about 50 candle-power being provided.

The main water tank is situated inside at the forward end of the car, and has a capacity of twenty-two gallons. A semi-rotary hand pump is fitted outside the car at the front for the purpose of raising the water, which is obtained from any convenient source, into the tank.

The usual cupboard and dresser are fitted at the rear end of the car. The cups form interesting items of the dresser equipment. These are given the name of the "Stackercup," the reason for this being that, by the peculiar construction of the bottom which allows one cup to fit well inside another, it



A WELL-DESIGNED FIELD KITCHEN.

This vehicle, which is fitted with many ingenious devices, has been provided by the members of the Carlton Club.

is possible to stack a considerable number in the limited space available. The dresser has also a goodly supply of compressed cardboard mugs, which can be used several times before being finally thrown away.

A very interesting part of the equipment is the two Thermos chests, one stowed away under the cupboard and the other under the dresser. These chests hold no less than seven gallons each, and are capable of keeping hot for twelve hours any food that may be placed in them. This is an excellent feature, as it is possible to keep fourteen gallons of soup or broth ready prepared, while a fresh supply is always available from the boilers.

The door at the rear of the car is divided across the centre, the bottom portion being fitted with a flap which can be raised and fastened in position, forming a convenient counter from which the food can be served.

Not the least interesting point of this kitchen is the waterproof canvas shelter, which can be extended on each side of the car to protect the soldiers when they are partaking of a meal. A canvas canopy also extends at the rear, so that while the men are waiting to be served protection from the elements is to some extent afforded. This canvas shelter folds up very compactly when not in use, and is stored away on the roof of the car, round which a luggage rail is provided.

MEDICAL AND SURGICAL EQUIPMENTS.

In two or three little ways we can take hints on the matter of comfort from the Germans; particularly, their transport and supply lorries are very well equipped as regards proper

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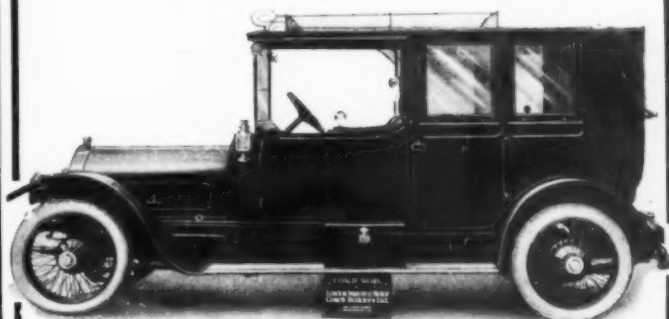
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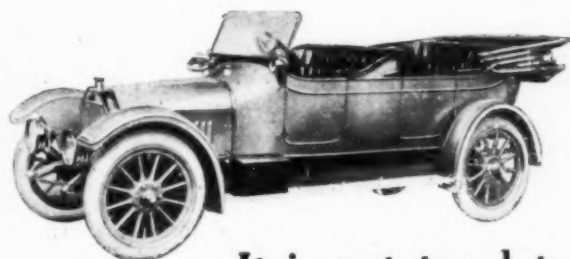
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protection of the driver. In this respect they are notably superior to the British standard vehicles, and during the cold and stormy winter, drivers who have been in charge of captured German lorries have considered themselves fortunate. Another good idea of the Germans is the provision of field laundries drawn by motor tractors, and capable not only of washing, but of thoroughly disinfecting the men's clothes. Yet another is the travelling dispensary, which brings medicines and dressings right up to the men at the front. This brings us back to vehicles equipped for medical and surgical purposes. The French have fitted up some 'bus chassis as operating rooms, adding X-ray equipments and other useful features. They have also devised movable operating tents, which, together with an apparatus for providing large quantities of sterilised water, are carried on a small convoy of motor vehicles. Our own forces now

have at their service a certain number of cars fitted as bacteriological laboratories. These have enormous potential value, in view of the terrible consequences that may follow the outbreak of any serious epidemic. The conditions under which the men work make such an outbreak all the more dangerous.

Personal cleanliness is impossible, and it is often most difficult to give prompt medical aid to advantage on account of the condition of the wounded men when they are brought from the trenches. Moreover, vermin abound, and it is well known that their presence is almost synonymous with infection. With the coming of hotter weather the risks will in some respects be further increased, and in view of all this a high degree of interest attaches to the latest of all the motor comforts, namely, the travelling bathroom.

CAR LIGHTING, HEATING AND ENGINE STARTING.

THE interior of a closed car can be artificially warmed by a variety of methods. Probably the most popular is that which permits the exhaust gases to be passed at will through radiating tubes, with the result that hot air rises up from around the tubes through a grid into the car body. Similar results can be obtained by utilising the hot water of the circulating system, and either method can, of course, be employed to provide foot warmers for the occupants of open or closed cars, though for the former the old foot muff probably fills the needs of the average motorist.

Another possible source of heat is the electric equipment now commonly supplied for lighting purposes. Current can be passed from the battery through coils of wire, which are thus heated, and form the essentials of a reasonably efficient radiator. This method is, however, rather wasteful of electricity, and must not be applied without due consideration of the capacity of the dynamo and of the cells. In certain lighting systems, as, for example, the Lithanode, the passage of an excessive current at high speeds is prevented by placing resistance coils in the circuit. In this case it is easy to fit duplicate coils, so that when desired the heat absorbed in the resistance can be used to warm the interior of the car. This does not involve any loss of power that would not occur even if no attempt at

heating were made. A certain number of closed cars have roof ventilators, and in other instances ventilators are fitted above the front glass. In general, however, an intelligent use of the windows will serve to do everything that is needed.

As to lighting, the arrival of the self contained electric system is an undoubted convenience on all cars, open or closed. For interior lighting it is especially a boon, since it is possible even to provide good interior roof lighting on a cabriolet body almost as easily as it can be done on a permanent structure. From the point of view of convenience, the obvious advantage of general electric lighting is that the driver need not move from his seat, but can control the whole of his lamps by means of switches. In the train of electric lighting come all sorts of refinements in the nature of electric horns, which can be made very efficient, and fancy fittings, like cigar lighters, which consume a good deal of current and are of doubtful value. Most important as a consequence of the presence of an electric installation is the possibility of a thoroughly reliable automatic engine starter. In this connection, the term "automatic" is for some reason generally applied only to devices of a purely mechanical nature, though it is just as fairly applicable either to compressed air or to electric starters. Probably the last named will ultimately hold complete sway since if we carry a little power station for one purpose, we may just as well employ it for another. An engine starter is, of course, only a convenience when it is reliable and sufficiently powerful.

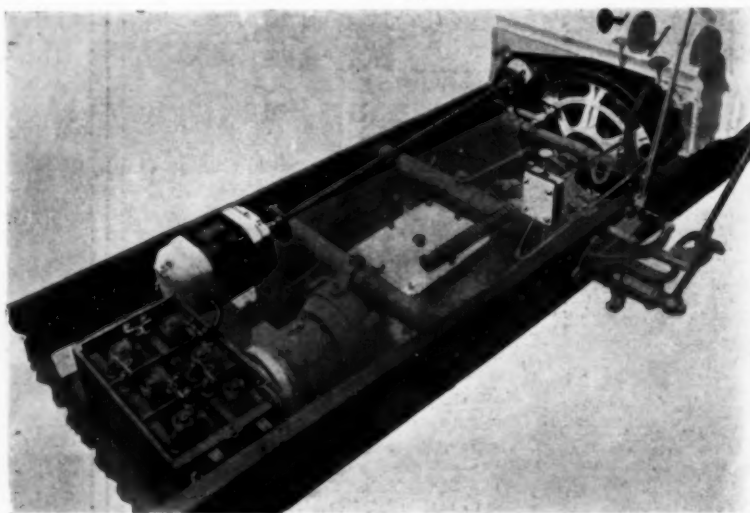
Some of the first designs failed in both respects. They served well enough to start the engine when it and the temperature were warm, but were very uncertain when asked to deal with a cold engine on a cold morning. Of late starters have been very rapidly improved, and there are now several on the market thoroughly capable of doing the work when it is most needed; that is to say, when conditions are adverse to easy starting.

The problem of whether the starting motor and the lighting dynamo ought to be combined in one machine or not is still unsettled, and another point with regard to which arguments are fairly well balanced is the question of what is the best voltage for a lighting set. Twelve volts is most common in this country and six volts in America. Both systems have their advantages. Nearly all lighting dynamos are fitted with a device which prevents them from coming into action when they are running too slowly to be effective, but one or two well known makers prefer to place a free wheel in the dynamo drive, in which case, when the engine slows down very much or is stopped altogether, the free wheel indicates by a buzzing noise that current is being wasted. This is a very simple and reliable plan, but if the dynamo is driven from any point behind the clutch, the sound of the free wheel may be annoying to a motorist who does much



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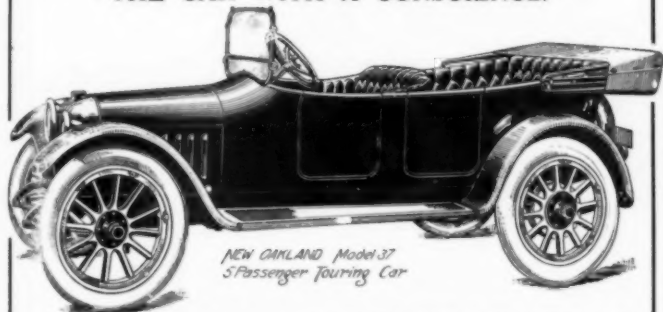
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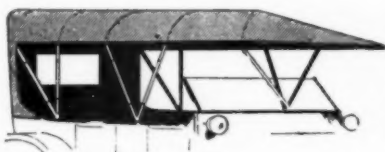
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Experts differ as to whether starting motors and lighting dynamos should be separate machines, or should be combined in one dynamotor. The former practice is more in accord with one's ideas of securing efficiency, on the grounds that it is difficult or impossible to make one machine do two different things as well as two separate machines designed each for only one purpose. On the other hand, the combined apparatus does away with the need for two separate transmissions, and in some cases it is difficult to find suitable positions for two machines. A scheme which ought to make progress in the future is that in



THE "BROLT" ENGINE STARTER.
Fitted to a 20-30 h.p. Clement-Talbot Engine.

which the dynamotor is actually built up into, and forms part of, the transmission mechanism of the car.

Starting and lighting dynamotors differ from one another very materially. In some instances they are very nearly two separate machines in one casing; that is to say, they have two sets of brushes working on two separate commutators, and two sets of armature windings as well as two sets of field windings. In other examples the principle of using every possible portion for the dual purpose is carried as far as it will go, and the only duplication is in the field windings. Here shunt windings are necessary when the machine is functioning as a lighting dynamo, and series windings when it is working as a starting motor, so one set of coils will not suffice. The series windings can, however, be used to some extent to assist in the regulation of the lighting dynamo.

In many starting motors some special means are adopted for securing the machine from damage in the event of the engine back-firing during the starting process. In quite a number of instances the starting motor transmits its power through the medium of a friction disc pressed against the engine flywheel when the starting pedal is depressed. In this case, if a back-fire takes place, only slipping of the friction surfaces results.

In some other examples there is incorporated what amounts to a kind of magnetic clutch, but some machines depend entirely on their strong construction and the stoutness of their transmission gear. A point that is worth noticing is that the difficulty cannot be overcome by putting an ordinary free wheel into the transmission. A back-fire is not a reversal of the direction of the resistance of the engine to starting, but rather a sudden increase in the resistance acting in the old direction.

Some starting motors are fitted with very ingenious systems to prevent them from being overrun, if by some mistake they are not put out of gear after the car engine has started. Thus, in the case of the Rushmore, the armature of the motor is capable of an axial movement, and when the current is first allowed to flow, it is sucked up into a central position between the field magnets, and the pinion on the extension of the armature shaft is simultaneously drawn into mesh with a gear ring on the engine flywheel. When the engine has started up, the load on the electric motor is so far decreased, and the current with it, as to weaken the pull of the field magnets materially. The armature is then pushed away laterally by a spring, and the gears slip out of mesh. In the Brolt starter, the driving end of the armature spindle is hollow, and carries a screw thread of quick pitch in its interior. The pinion which drives the flywheel carries keys which engage in this thread. When the starting motor begins to work, the pinion, owing to its inertia, is screwed inward, with the result that its teeth mesh with those of the gear ring on the engine flywheel. When the engine has started and tends to drive the starting motor, all it is actually able to do is to screw the pinion outward again, and so disconnect the transmission.

The most difficult problem of all in connection with a starting and lighting equipment is, perhaps, the regulation of the maximum output of the machine when it is working as a dynamo. A natural tendency is for the output to increase with every increase of engine speed. If this were permitted, the cells would be charged at much too high a rate whenever the engine ran fast, so some means must be adopted for preventing this from happening. In some cases the regulation is effected by an apparatus in the nature of a clutch, depending for its action on the principle of centrifugal force. Directly the dynamo speed reaches a certain critical point, weights fly outwards and partially withdraw the clutch. This does not mean that the dynamo is put out of gear altogether, but only that the clutch is made to slip and further increases of speed prevented. The more common method is to regulate by means of introducing electrical reactions into the system. This generally means a slight complication in the wiring; sometimes an extra brush has to be introduced. The effect is, as a rule, to decrease the strength of the magnetic field when the speed increases above a certain point. Higher speed tends towards an increased current, and a weaker field tends towards a decreased current. The two influences exerted together can be made to balance one another with a high degree of accuracy.

For use on light cars of moderate engine power there is much to be said for a simple type of mechanical starter. A good example of this method is Dunhill's safety seat starter. When the conveniently placed handle is pulled a pawl engages with the ratchet wheel and revolves the clutch shaft. The method is perfectly simple, and the price of the fitting is small. It is, nevertheless, effective for its purpose, and eliminates all danger of injury by back-firing.

SMALL CARS AND TIRE ECONOMY.

THE great recommendation of the small car to many of those who do not consider that they can afford to maintain a larger vehicle is not its low first cost, but its superior economy in running. There is no item in which this superiority is shown in a more striking manner than in the case of tire upkeep. The cost of the tires themselves is, of course correspondingly small in proportion to the reduced weight to be carried. A set of tires for a light car should cost in the first instance, only about half as much as an adequate set for a 15-20 h.p. touring car, and their life, despite their low cost, should be 25 per cent. to 50 per cent. longer. While, roughly speaking, the life of a tire is dependent upon the load which it carries and the speed at which the car moves, it is quite possible, even with a light car not capable of very high speeds, to run up an unnecessarily big tire bill. The factors in obtaining or preventing this result are summed up in the words "driving and maintenance."

As regards driving it would be difficult to give any better caution to a novice than can be afforded by exhibiting to him an "awful example." This he will have no difficulty in finding if he watches the manoeuvres of a few taxi-cabs. Very soon he will discover a cab-driver whose method of negotiating traffic is to travel "all out" until absolutely compelled to stop, and then to slam on his brakes, lock his wheels and scrape his tires along the rough roadway. Then, as soon as he sees an opening in the traffic in front of him he drops in his clutch with a bang, depresses his accelerator and usually succeeds in getting one of his driving wheels to do about twenty revolutions at high speed before the car has really begun to move. Unfortunately, the underlying principle of the taximeter encourages this kind

of thing, since it is a fact that over a given distance the legal fare registered is higher if the journey is made in short, violent bursts than if it is completed in the same time at a steady, moderate speed; consequently, what may be bad for the owner of a cab may be quite good for the driver himself, who generally gets his remuneration in the shape of a percentage on takings. This, however, is not the position of the private owner, who, if he wishes his tires to give decent results, must look well ahead and so anticipate obstructions which, if suddenly encountered, would involve violent use of the brakes. Equally important is the kindly treatment of the mechanism and the tires by letting in the clutch gently and by learning to change gears without that operation involving sudden checking and equally sudden acceleration of the car.

The personal comfort of oneself and one's passengers fortunately encourages driving of a kind that is good for tires, with the possible exception that some people take a good deal of pleasure in bursts of speed which are too often followed by a hurried application of the brakes. Naturally, continual high speeds tend towards heating of the fabric of the tire, and consequently towards rapid depreciation. Another point is that a tire not quite sufficiently inflated is often a very comfortable buffer between oneself and the inequality of the roads. Nevertheless, it is only by keeping the tires always inflated to the proper pressure that tire economy can be really attained. In this connection, not much trust can be placed on the pressure gauge often fitted to an ordinary tire pump.

These little instruments are generally too cheaply constructed to be in any degree accurate, and consequently, without advocating the indiscriminate purchase of accessories

For an Easter Motor Tour

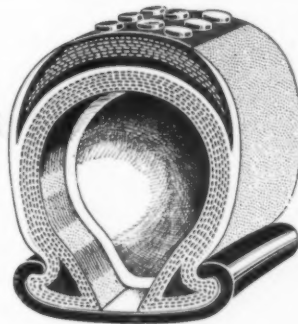
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It will be noted from the above sectional illustration that the red composition thread is practically dovetailed into the tyre walls, rendering stripping almost an impossibility.

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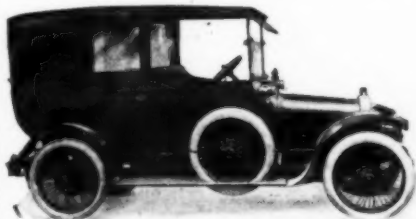
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The inevitable result of eight years' concentration on the ONE MODEL ONLY.

"There is not a weak spot in the chassis from end to end, while the material is of the highest quality throughout. If I were in the motoring industry, and were a selling agent for the Straker-Squire, I should be at a loss to know which feature to point to first in the endeavour to convert a potential purchaser—the excellence of the construction and design, the sweetness of running and silence of the car in traffic, or its remarkable power on hills. Be that as it may, however, the Straker-Squire can unquestionably be summed up as a perfect touring car."—*Daily Chronicle*.



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ONE TYPE CHASSIS ONLY, suitable for all Types of Bodies.

Springing, gear ratio, and rake of steering specially arranged to suit particular type of body fitted.

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"Another long step forward."—*Autocar*.

"Our trip was of a diversified nature particularly calculated to show up the good points of the car, as it varied from close traffic in the West End to the open road well outside London. . . . It has all the qualities required in a soft and sweet-running town car, though here its powers of rapid though smooth acceleration are very marked, while in the country on the open road it will give all the speed that one can possibly desire both on the flat and uphill, but without noise, vibration, or fuss of any sort. Its acceleration powers, too, are not merely confined to getting away fast on the flat; they are remarkable enough there, but it is on hills after slacking for traffic or bends that they are most appreciated.

"The only direct comparison we make is with such a car as a powerful six-cylinder two-seater built for speed. This is a very delightful combination indeed, but the Cadillac appears to be able to do all that such a car can do, and at the same time carry, as did the one we tried, a very large and commodious seven-seated body with such luxuries as electric lighting and electric starting, a double wind-screen and hood, not to mention four passengers, so that the chassis load would be almost double that of the average sporting two-seated 'six.' Nevertheless, the impression one had all the time was that the abounding life of the car could hardly be real when one considered the load it was carrying.

"It is really difficult to convey on paper any idea of the delight of the running; one may indulge in superlatives and yet fall short of producing anything like the real impression of satisfaction. We have tried so many cars in our time that we have naturally become hypercritical, and it takes a good deal to satisfy us, and still more to render us enthusiastic, but we admit at once that we are enthusiastic over the eight-cylinder Cadillac and, what is more, we know perfectly well that anyone who tries it will be bound to share our enthusiasm, possibly even to surpass it, as he may not expect so much as we expected."

Extract from Editorial Comment in the "Autocar," March 13, 1915.

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Cadillac Corner, 219-229, Shaftesbury Avenue, London, W.C.
Telegrams: "Efisben, Westcent, London." Telephones: Gerrard 9265 & 9266.

which in the aggregate may result in the unnecessary expenditure of quite large sums of money, there is good cause to advise the purchase of a really reliable tire gauge, and equally good cause to point out that when once it has been bought, it will not be of much use unless it is regularly employed. Some motorists seem to buy these things simply with a view to possessing a complete equipment, and not with any intention of taking advantage of the information which a gauge can afford.

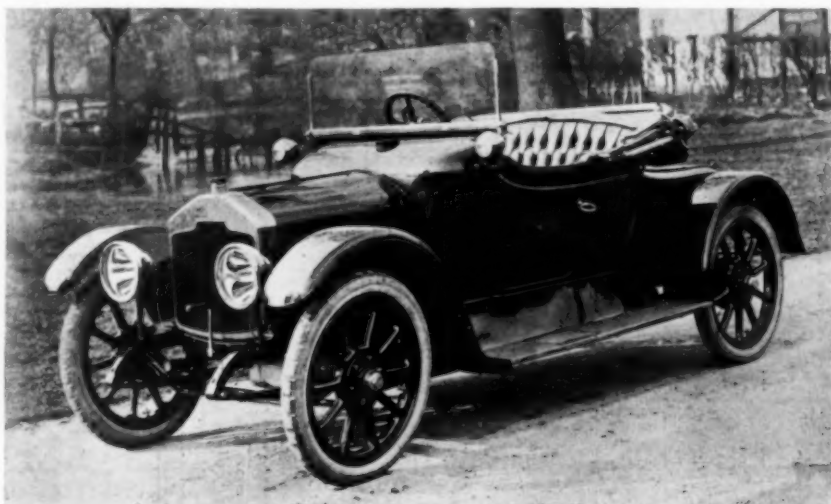
Returning to the question of fast driving, this is, of course, particularly injurious to tires when attempted on rough road surfaces. On such occasions, whenever a tire comes up against an obstacle, the wheel is thrown for the moment off the ground. After spinning freely in the air it hits the road surface again, and by the time it does so the speed of the tire has increased, and has to be suddenly checked, which causes a rubbing action.

Naturally enough, light cars are more prone to leave the road when they encounter obstacles than are well designed but larger and heavier vehicles. No car can hold the road perfectly under all conditions, and this quality is desirable not only from the point of view of comfort, but—as has been pointed out—for the purpose of securing tire economy.

Turning to the question of maintenance as distinct from driving, a great deal of harm may be done to a tire by allowing the rims against which it presses to become rusty. Tires should be removed every few months and rims thoroughly cleaned and repainted. At the other extreme one finds motorists who, with the admirable intention of avoiding rust and wear, are too generous with lubricants and vaseline, both of which are very destructive to tires. Such substances act as solvents to rubber, and gradually make the material spongy, with the result that it subsequently crumbles away. Every care should be taken to see that oil does not leak on to tires, and that if any oil or vaseline gets into contact with them it shall be immediately and thoroughly removed. Much damage may be done if, when a car is run into its garage, one of the tires is accidentally

left pressing upon an oily cloth which has been used for cleaning.

Possibly many of these notes are in the nature of truisms, and this applies even more to the advice that small cuts in a tire should not be neglected, but should be stopped up promptly



THE FAMOUS 12 H.P. ROVER.

One of the most popular medium powered cars on the market.

before grit and little stones work in and damage the canvas lining. The best possible repairs can be effected by the use of portable vulcanisers, which can now be obtained of reliable types at very moderate prices. Failing this, there are various stoppings which can be employed with advantage, or cuts may be cleaned out with a little naphtha and then well filled in with rubber solution. If, when a tire is taken off for repair, a damp patch is found on the fabric of its inner surface, the neighbourhood of the patch should be examined for some small cut or puncture which should be closed up, after which the tire should be put in some fairly warm place until the fabric is properly dry. In replacing tires, French chalk may be used with advantage.



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Size Millimetres.	Plain Square.	Three Ribbed.	Steel Studded.
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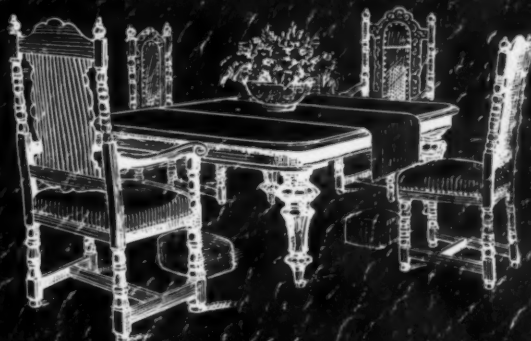
LONDON: 77-79, Cannon St. GLASGOW: 65-67, Bothwell St. LEEDS: 68, Albion St. MANCHESTER DISTRICT: Leo Swain & Co., Managing Agents, 237-239, Deansgate. IRISH DEPOTS: C. E. Jacob, Managing Agents, Dublin, Belfast, Cork. P.C.N.—46

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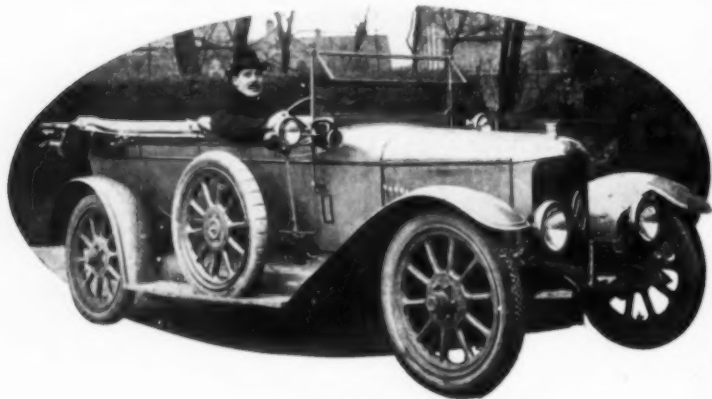


THE LIGHT STANDARD.

A comfortable open two seater with excellent protection from the weather.

The inside of the outer cover should be carefully dusted to remove any gritty particles, which, if not taken out, will afterwards cause abrasion, and the inner tube should be slightly inflated to assist in getting the tire replaced without nipping the tube either between the outer cover and the rim or in the neighbourhood of the security bolts. The necessity of tire repairs on the road should be, as far as possible, avoided by carrying a spare wheel or spare rim, as repairs and replacements can be more efficiently and cleanly carried out in less dusty surroundings.

If these fairly obvious precautions are taken and the car is treated with proper consideration, the tire bill of the light car owner should be a very small one, and he should be in a position to realise to the full one of the principal advantages offered to him by the products of the light car and cycle-car movement.



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COMPLETE, with Electric Lighting and Starting; Domed Wings; Steel Detachable Wheels; Grooved Dunlops; Spare Wheel and Tyre; Cape Cart Hood; Folding Windscreen, &c., &c.

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LTD., DUMFRIES.

ITEMS.

Owners of existing American cars who desire to add to them a finishing touch in the form of steel wheels are advised that Messrs. Joseph Sankey and Sons, Limited, of Castle Works, Hadley, Salop, are now in a position to supply Sankey steel wheels in the two principal American sizes—30in. by 3in. and 30in. by 3½in. They are standardising a complete outfit of wheels, bolts, nave plates, etc., for Ford cars, and will be pleased to send full particulars to anyone interested.

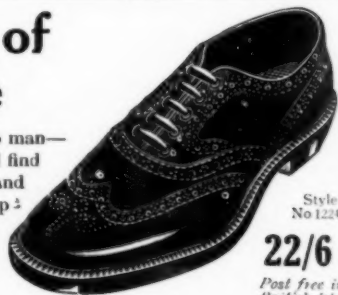
Motorists generally, and more especially those of the Midland Counties, will be interested to hear that Messrs. David Moseley and Sons, Limited, are making a change in their Birmingham address. This step has been clearly shadowed for a long time now by the rapid increase in Messrs. Moseley's business. The new premises which are to take the place of those at 195, Corporation Street, are much larger and better equipped to deal with the ever increasing demand for Moseley motor, motor cycle and cycle tires. The address of Moseley's new depot for the Midlands is 4, Lancaster Street, Corporation Street, Birmingham.

Pantasote, although so well known as a hood material, is also furnished for upholstery, trimmings, cushions, etc. It is an excellent substitute for leather at all times, but especially now, when the price of leather is so high owing to military demands. There is no rubber or anything of an inflammable nature in this material. It is fully guaranteed against rot and cracks, will withstand climatic changes, and is thoroughly waterproof and quite equal in appearance to leather. All body builders will supply it, or patterns can be obtained from Messrs. W. E. Peck and Co., Limited (Department G), 31, Bartholomew Close, E.C.

From the latest Sunbeam catalogue, which has just reached us, we note that the firm's standard models for the current year are the four-cylinder 16 h.p. and 20 h.p. cars, and the six-cylinder 30 h.p. The engine dimensions of the former are 80mm. by 100mm., the larger models having a bore of 90mm. and a stroke of 160mm.

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The scratch man—the handicap man—every man who plays golf—will find a surer stance, greater foot ease and comfort, and immunity from damp feet if he foots the course in Norwell's Scotch-made Brogue Shoes. There is strength & style in every stitch, and no matter how roughly used, they keep their perfect shape to the end.



Style No. 1224.

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Post free in British Isles

The shoe par excellence for the golfer. Stoutly and stylishly built of solid leather, with uppers of grain calf-skin, soft and flexible—this shoe is absolutely waterproof, and will not harden, no matter how badly used or soaked. Made to order only—say if nails, hanging over tongues, etc., are desired.

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Absolute satisfaction guaranteed or money cheerfully returned in full.

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Write for Illustrated Catalogue of Fashionable Footwear, sent post free anywhere.

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Footwear Specialists, PERTH, SCOTLAND



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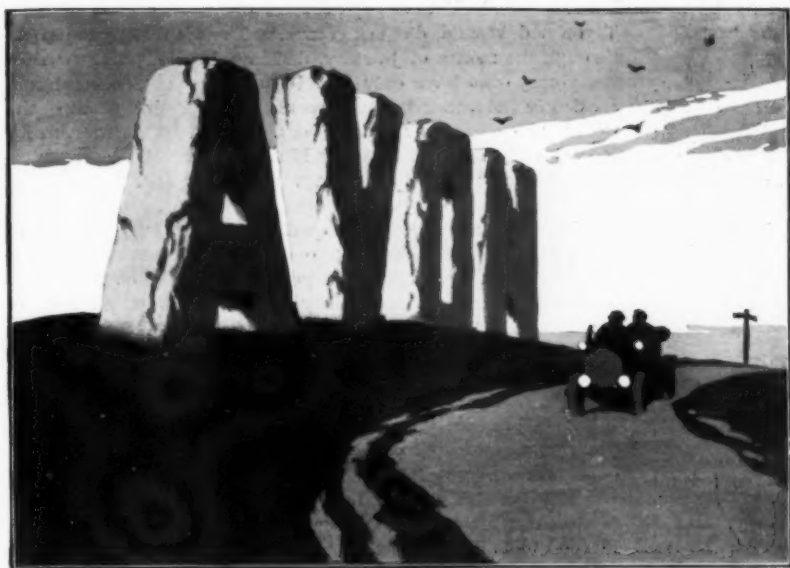
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This is a special quality Ladies' Shoe built for service and durability, while at the same time being smart and stylish. It is thoroughly waterproof, keeps its shape always, and wears to the last stitch. Made to order only. When ordering state size, colour, and if hanging over tongues, nails, etc., are desired.



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ELOQUENCE is often achieved in a single word. "AVON," for example, suggests unvarying quality, efficiency, superiority; and sums up in a flash so much of what makes motoring worth while—the fascination of silent speed, the comfort of perfect resilience, the safety of sturdy strength. Many a car owes its reputation for luxurious springing and "lightness on tyres" to British

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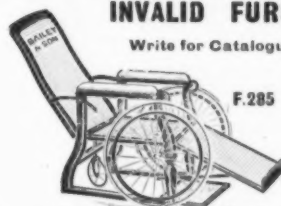
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MANCHESTER and PARIS.

KENNEL NOTES.

BLOODHOUNDS AND STOLEN PHEASANTS.

ANOTHER conviction following on the work of bloodhounds has to be recorded, the Midhurst magistrates having recently sentenced a man to six months' hard labour for pheasant stealing. At 9.30 one morning J. C. Wilson, who has the management of the hounds belonging to Mr. A. S. Williams, Chief Constable of West Sussex, received a telephone call from the Midhurst division notifying the robbery of six pheasants from pens in a pheasantry on Lord Cowdray's estate at Cowdray Castle. Taking with him a bitch, he covered the thirty miles in a motor as quickly as possible. Strange footprints near the pens gave the clue, and the hound led the way across a grass field, along the high road for about half a mile, and then over more grass until she came to a block of cottages. Beyond one of these she refused to go, and the occupier was called out. A comparison of the boots he was wearing with an impression of the prints first seen warranted further enquiries. After the man had denied all knowledge of the affair, his house was searched, and four pheasants were found in a room upstairs and two, partly cooked, in a baking tin under some clothes. The evidence brought forward at the Petty Sessions seemed conclusive, from the imprints of the boots to the manner in which the primary feathers of the wing of the dead birds were tied, and the accused put the question beyond doubt by pleading guilty. Undoubtedly a very satisfactory performance on the part of the hound. I do not know at what hour the robbery was committed, but the line must have been fairly cold, as the discovery was made by the keepers at 7.30 in the morning, and it would be light some time before that. Probably six hours at least must have elapsed before the bitch was put on the trail. The superstitious may suggest that six is an inauspicious number for the prisoner. Six pheasants stolen, six pens in the aviary, the man's house was sixth in the block, and six days between arrest and sentence of six months.

One point is worth noting concerning the cleverness of the hound. When the police arrived at the pheasantry, the ground had been considerably foiled by keepers, whose footmarks were mingled with those of a stranger. That she should have picked up the scent of the stranger from amid that of others, and followed it, speaks well for her natural ability as well as the manner in which she has been trained. The prosecuting solicitor, doubtless anticipating a possible question for the defence, asked Wilson how he knew that the hound did not get upon the scent of another, and innocent, man when she reached the road? The reply was, that the scent of no two human beings is the same. As a matter of fact, of course, however confident one may be, it is impossible to say definitely that a hound has not changed, the most the handler can do being to give his impression. Knowing how comparatively free bloodhounds are from this fault, and noting the confidence with which she kept to the line, one could speak with a good deal of assurance. In training hounds it is just as well to pay a good deal of attention to this point. The late Colonel Joynson was in the habit of having the trail crossed by strangers, the point of contact being marked by sticks so that he could ascertain if the hounds went wrong. We marvel at the ability of hounds to specialise in scents, so classifying them that one can be distinguished from others. I do not know why we should. It is their gift to ascertain things by the nose as human beings do by vision. It surprises us because it is beyond the domain of our own faculties, but I dare say the hound, if endowed with powers of reflection, would be every bit as much astonished at some of the things we do instinctively. He has the advantage over us in some respects, since he is so highly specialised as to exclude other matters that might occupy his attention and divert his mind from the work of the moment. A bloodhound uses his eyes less than any dog I know, doing almost everything with his nose.

CANINE TYPHUS.

The letters that have reached me from various parts of the country in response to the article I wrote the other week, leads me to imagine that canine typhus is more prevalent than I had realised. A Dumfriesshire lady has lost a dog in circumstances that look very suspicious, and Mrs. Mackenzie of Earlsall tells me she has had the complaint again among her bloodhounds, happily with less disastrous consequences than attended an outbreak six years ago. This time there has been no loss of life, although some were so emaciated and tucked up that the attendant remarked: "It's greyhounds we've got now, not

bloodhounds." The two patriarchs of the kennel, Old Ship Tryon and Wanda, did not escape. The trouble went on all through the month of January, and lasted so long that some of the young ones have only now begun to come into condition. Evidently the attack this year was less virulent, but much of the successful outcome must also be attributed to the treatment. Previous experience had taught Mrs. Mackenzie what to expect, with the result that remedial measures were taken immediately. Bismuth pepsin capsules were most useful in alleviating the terrible sickness. Given in liquid form, the drug was not so efficacious, the fluid seeming to encourage the retching. The administration of Tanno-form powders, also in capsules, was attended with most satisfactory results. This preparation of tannin and formalin comes from Darmstadt, and fortunately the local practitioner had some in stock. Mrs. Mackenzie does not know if it is put up in this country, but it should be quite possible. Our chemists are now making aspirin, which is every bit as good as the German article, and I have no doubt they could put up any other preparation equally well. A five-grain tablet of aspirin was given at night, the dose being doubled if there was a rise in temperature, but generally this was not alarmingly high. At first skim milk and lime water was allowed as drink, and no food but milk or a little soup or jelly. After about ten days one of the patent pre-digested foods was given, and from that to cooked tripe. Mouths and gums were well swabbed several times daily with warm water and Condy's Fluid. This treatment acted so well that I am venturing to repeat it as a guide to any other readers who may be in difficulty. A. CROXTON SMITH.

ON THE GREEN.

THE LATE A. M. ROSS.

AGALLANT old golfer lately passed to his rest is Mr. A. M. Ross. Though old in golf, he was not actually so old in years but that we might have hoped to have him with us a good while longer, for he was but sixty-five. Mr. Ross was more than a first class player of the game—he was also a very typical man of the fine school of golfers produced in the Lothians. The number of medals that he must have won in the various clubs of that district quite passes my computation. He was a brave experimenter in new ideas, and even an originator. He was the inventor of the "bullet" ball; he was one of the earliest to follow the cult of the "fishing rod" driver. He was, I believe, a very capable man of business, and undertook, with great success, the catering for some of the largest exhibitions held in Edinburgh. It did not happen to me to touch this side of his life, but I came up against him in course of that Amateur Championship at Muirfield which gave Mr. Maxwell his first win, and though I was playing just about the best game of which I was then capable, it was only, if I remember right, at the seventeenth hole that I had "A. M." beaten. He was always cheery in defeat and generous in victory, a gallant match maker, ever ready for a mild gamb'e—altogether as good a sportsman as you could wish to meet. He was a figure in amateur golf for the best part of half a century, and in his native Lothians his memory will be green for many a year. H. G. H.

GOLF AT HARRODS.

Harrods is holding its golfing week again this year, in spite of the war, and all this week there may be found there a body of leading professionals ready to teach the push shot or superintend a putting competition, or help to choose a new club. Vardon, Braid, Taylor, Ray, Duncan, Sherlock and Tom Ball constitute the team, and it would be a difficult one to beat. The scene is thoroughly entertaining. In the middle is a large lawn of smooth green baize, on which "clock golf" is being played by earnest ladies. The green is so smooth that the ball travels like lightning, and the player starts as a rule by hitting his or her ball out of bounds. It looks beautifully true, and doubtless very low scores would be done were it not for a little artificial hummock which calls for the nicest judgment. Tom Ball told me that he had been round in 21—three under an average of twos—and I imagine that most of the amateur visitors will take more. While some are putting, others are vigorously beating balls into nets, and I stood for some minutes to watch Taylor giving a lesson, fascinated by his method, at once prayerful and ferocious, twisting recalcitrant wrists and elbows into their right places. All round the room are stacks of clubs, each professional having a stall of his own. Most of the clubs are ladies' clubs, since the week is supposed to be especially devoted to lady golfers. There are also some comparatively coarse and heavy weapons suited to the grosser male; but as one waggled those charming, light, whippy little toys, one could not help wondering whether a good many golfers would not do better if they changed the sex of their clubs.

THE NEW COURSE AT WOODCOTE PARK.

The new and gorgeous course which the Royal Automobile Club has made for itself at Woodcote Park had a very auspicious opening last Saturday. The day was fine and the play worthy of it, the course in wonderfully good order, and a pleasant and distinctive touch was given to the proceedings by a crowd of spectators in khaki. The men of the Public School's Battalion of the Royal Fusiliers, whose long line of grey huts looks down upon the park, made an enthusiastic gallery, and they pursued the ball at such a very quick march that the game proceeded at a delightful pace. Braid and Vardon beat Duncan and Willie Watt in a foursome over thirty-six holes by 5 up and



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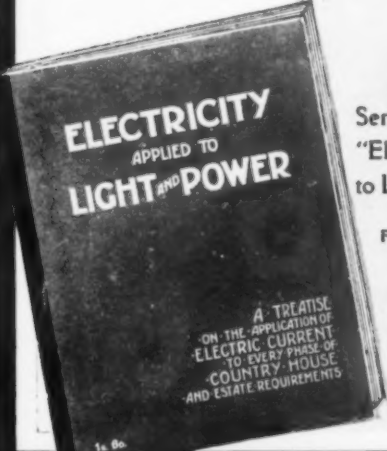
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4 to play. They made a disastrous start with a seven and lost the second hole as well. Then their young opponents discounted their promising start by a missed tee shot to the third hole, and from that point the old gentlemen were just too good. They played a game that was always remorselessly sound and frequently brilliant. Braid's holing out in particular was nothing less than fiendish, and, in short, they played golf just about as well as it can be played. The course is, on the whole, a very good one. It is perhaps rather hilly, for even Mr. Fowler and Mr. Simpson cannot move mountains, but they have done all that they can to discount them. The putting greens are monuments of ingenious curliness, and have been very skilfully placed on the sides of hills without having that resemblance to a gun platform that in some courses is so distressing. There are a number of difficult approaches to be played and one or two that give the indefinable thrill that belongs to the super-hole. With its good golf, fresh breezes and pretty views Woodcote is altogether a spot to be commended.

"THE GOLFER'S HANDBOOK."

Golfing statistics cannot, of course, have the interest for us now that they had a year ago, but "The Golfer's Handbook for 1915," which has lately made its annual reappearance, deserves, nevertheless, a word or two

of commendation as a good piece of work. It possesses, of course, all the usual features—the directory of clubs, "Who's Who in Golf," records of championships and so forth—but the most entertaining reading is unquestionably the list of out of the way doings and curiosities connected with the game. It is the fullest list that we ever remember to have seen, and contains many occurrences, as to which the reader will say, with Mrs. Bardell's friend, Mrs. Sanders, "Well, I raly would *not* ha' believed it, unless I had ha' happened to ha' been there." Here, for instance, is the account of the playing of a single hole by a lady at the Shawnee Club in America. She was playing in a qualifying competition, but as the number of entrants was no greater than the number who could qualify, her anxieties were small. So when her ball went into a river, she and her husband put out in a boat and went after it. "Shot after shot she made in the water without avail. With every shot her husband received a sort of shower bath, but she stuck to her work. Ultimately she landed the ball a mile and a quarter down stream—and then hit it into a wood! She holed out in 166, and the Shawnee Club presented her with a special cup for qualifying." We also observe the account of a certain nineteenth hole at Hoylake played by Mr. Horace Hutchinson and Mr. Bernard Darwin, when they drove five balls out of bounds between them. That event we could selfishly have wished to see buried in decent oblivion.—B. D.

FROM THE EDITOR'S BOOKSHELF.

The Invisible Event, by J. D. Beresford. (Sidgwick and Jackson.)

WE must confess frankly that the long awaited third book of Mr. Beresford's trilogy leaves us a little disappointed. We look for a certain finality at the end of Vol. III. Our hero should have entirely found himself or gone under (as we rather anticipated he would). But having followed Jacob Stahl through his rather depressing boyhood, and watched his painful strivings as a "Candidate for Truth," we leave him at the age of forty-one to all appearances permanently married, but still striving, and, we venture to think, soon to succumb again to the moral *malaise* that has hampered his past. That we should like to follow Jacob even through a fourth volume to sum up his gains or losses at the moment when they cease to interest him personally is more due to the author's skill than to the intrinsic value of the subject. Stahl has too much temperament and too little character. In the things that matter, Betty Gale, whom he marries after a stormy period of probation, will prove the better man of the two, and in real life this does not make for the happiness of either.

Love Lies Bleeding, by John Bloundelle Burton. (Everett.)

THE scene of this story is laid in France at the time of Henry II and Catherine of Medici, and the hero, a dashing young knight, by name Basile de Tresnelle, and his lady-love are both French. At the same time, there is something of an English interest, since we see Calais as an English town and its final fall before the French arms. There is plenty of fighting and intrigue, daggers and traitors, and a hero wrongfully condemned to die, all of which is pleasantly exciting. There is also plenty of "Pasque Dieu" and "Mort Dieu," corresponding to the "Sbuddikins" and "By my halidom," of which we retain such affectionate recollections from the literature of our youth. Altogether Mr. Burton has written a good, stirring, adventurous story, and, incidentally, he also teaches us something of an historical period, as to which most of us are, to say the least of it, rather rusty.

Windylow, by Kineton Parkes. (Fisher Unwin.)

THOUGH the dialogue and the drawing of the minor characters are rather weak, there is considerable imaginative power in Mr. Kineton Parkes' new book and promise of good work to come. *Windylow* is a story of love, jealousy, drunkenness and debauch. The scene is laid in the Midlands, that seething pot of the domestic drama of fiction, and the clever descriptions of scenery would probably enable a native to identify the little town of Weaverton. The downward career of the hero, Roger Bould, is ably portrayed, and the squalid story of his relations with Mary Clee told with power and restraint, and without a touch of sentimentalism or "nastiness." The writer obviously owes something to the influence of Thomas Hardy and the Russian school, but avoids slavish imitation of either.

Staunton's Chess-players' Handbook: To which have been added the Chief Variations from his Chess Praxis and many recent modern Analyses and Examples of Master-play. Revised and edited by E. H. Bermingham. (Bell and Sons.)

HOWARD STAUNTON'S chess handbook was long regarded as the authentic successor of Philidor's manual, and no doubt the author learned much from the beautiful analysis of the celebrated French player. There are portions of Philidor's work which stand good to this day in spite of all that has been done by the brilliant masters of the late nineteenth and twentieth centuries to advance the game. The chief value of Staunton's handbook originally lay in the very simple, clear and methodical manner in which the various openings were analysed. It is a continual complaint of the beginner that "he does not know the openings." He could in days past rectify this lack of knowledge by turning up his Staunton. Of course, in recent times, instead of dwelling on individual openings and their variations, the student is exhorted to study the principle of opening a game at chess; that is to say, getting his pieces into action as quickly as possible and having them adequately supported, so that when he opens an attack he can carry it home. Still, that is a counsel of perfection. The young player who wants to improve his game may be confidently recommended to play over his lost games with the handbook beside him. He will soon find where he has missed his opportunity, either for aggression or defence. The

original edition has gone, naturally, out of date because of the new variations introduced, but these have been skilfully incorporated in the present issue, so that once more the handbook is qualified to occupy a very honoured place in the library of the chess player.

The Princess Matilde Bonaparte, by Philip W. Sergeant. (Stanley Paul.)

PRINCESS MATILDE BONAPARTE was the daughter of Jerome, the youngest brother of the great Napoleon, by his second wife, Catherine of Wurtemberg. Next to Napoleon himself she was probably the most striking figure of the Bonaparte family. For more than half a century she figured as the centre of intellectual society in France, collecting around her and attaching to herself by ties of friendship many of the distinguished literary and artistic characters of the day. Sainte-Beuve, the brothers Edmond and Jules de Goncourt, Flaubert, Mérimée, François Coppée and Guy de Maupassant were all, at one time or other, *habitués* of her salon in the rue de Courcelles or visitors to her country château of Saint-Gratien at Enghien. Many of these have left us their impressions of her fascinating personality, and those of the de Goncourts and Sainte-Beuve have furnished most of the materials of Mr. Sergeant's amusing and gossiping book. A certain measure of her social success Princess Matilde doubtless owed, as Mr. Sergeant points out, to her personal beauty, but much more to her character and personality. She was a large-minded, courageous and spirited woman, who boldly claimed what she most desired of life—the companionship of great intellects.

BOOKS RECEIVED.

FICTION.

- The Endless Quest, by Mark Somers. (Fisher Unwin, 6s.)
The Creeping Tides, by Kate Jordan. (Stanley Paul, 6s.)
The House of the Dead, by Fyodor Dostoevsky. Translated by Constance Garnett. (Heinemann, 3s. 6d. net.)
Tipperary Tommy, by Joseph Keating. (Methuen, 6s.)
The Service Kipling: Kim, two vols.; The Day's Work, two vols. (Macmillan, 2s. 6d. each net.)
Over the Edge, by Mrs. Clement Parsons. (Erskine Macdonald, 6s.)
Dead Souls, by Nikolai Gogol. Introduction by Stephen Graham. (Fisher Unwin, 6s.)
Where There are Women, by Marguerite and Armiger Barclay. (Fisher Unwin, 6s.)
The House of the Foxes, by Katharine Tynan. (Smith, Elder, 6s.)
The Woman in the Car, by Richard Marsh. (Fisher Unwin, 6s.)
A Shadow of '57, by A. M. Scott Moncrieff. (Fisher Unwin, 6s.)
The City of Contrasts, by Katherine James. (Chapman and Hall, 6s.)
Cicely in Ceylon, by Major F. A. Symons. (Lipwood and Co., 6s.)
Stephen Rochford, by F. M. Wilkinson. (Lipwood and Co., 6s.)
The Bond of Sport, by M. Hartley. (Duckworth, 6s.)

TRAVEL, ETC.

- Round the World in Strange Company, by Nicholas Everitt. (Werner Laurie, 12s. 6d. net.)
Intérieurs Anciens en Belgique, by K. Huyterman. (Martinus Nijhoff.)
Old Interiors in Holland, by K. Huyterman. (Martinus Nijhoff.)
Clackmannan and Kinross, by J. P. Day. (Cambridge University Press, 1s. 6d. net.)
Moray and Nairn, by C. Matheson. (Cambridge University Press, 1s. 6d. net.)

BIOGRAPHY.

- Memoirs of the Duc de Saint-Simon, by Frank Arkwright. Two vols. (T. Paul and Co., 10s. 6d. each net.)
Napoleon in Exile at St. Helena (1815-1821), by Norwood Young. Two vols. (T. Paul and Co., 1s. 6d. each net.)
Edward Carpenter, by Edward Lewis. (Methuen, 5s. net.)

MISCELLANEOUS.

- English Folk-song and Dance, by Frank Kidson and Mary Neal. (Cambridge University Press, 3s. net.)
At Home and on the Battlefield, by Sir Frederick Stephenson. (J. Murray, 12s. net.)
Buddhist Psychology, by C. A. F. Rhys Davids. (Bell, 2s. 6d. net.)
Plant Life in the British Isles—III, by A. R. Horwood, F.L.S.
The British Army, by W. G. Clifford. (A. and C. Black, 1s. 6d. net.)
Tae Artist's Sketchbook Series: Canterbury, by Walter M. Keesey; Hastings, by H. G. Hampton. (A. and C. Black, 1s. each net.)
Great Schools of Painting, by Winifred Turner. (Sidgwick and Jackson, 5s. net.)
Fighting with King Albert, by Captain G. de Libert de Flemalle. (Hodder and Stoughton, 6s.)

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THIS much good has resulted from the meeting of the Jockey Club—that, having carefully read the clear and impartial speeches delivered by the Stewards and other members of the club, no fair minded individual can pretend to be in doubt as to the sound discretion exercised by the Stewards in reaffirming their previous decision that, so long as it was compatible with the interests of the country, racing should be carried on. No better definition can be found than that made by Lord Villiers when he said that for the words “amusement, sport and pleasure,” as applied to racing, “employment and industry” must now be substituted. There you have it in a nutshell. It is not because we either wish to amuse ourselves or have any present inclination for pleasure, but because we know the misery which the suppression of racing would entail upon thousands of people, because we are aware of the injury that would be inflicted upon the kindred industry of racing, that we intend that racing shall be carried on if possible—as a business, not as an amusement, not as a means for the promotion of society functions.

To a lady—Miss F. M. Prior—we are indebted for one of the most valuable works extant in connection with the breeding and pedigree of the British thoroughbred, “The Register of Thoroughbred Stallions,” and for an even more interesting work—one infinitely more difficult to produce—“Prior’s H.B. Stud Book.” It is, indeed, thanks entirely to the careful research of the author, that the famous half bred racing families—many, or most of them, in all probability thoroughbred but untraceable—have been rescued from obscurity and placed in a permanent and well defined position. Of this work only one volume—published last year—has yet been given to the public, but the first volume of “The Register of Thoroughbred Stallions” came out in 1910, was followed by a second in 1913, and has now been supplemented by a third volume, placed at our disposal a few weeks ago.

Its importance as a work of reference for the use of breeders may be gathered from the fact that it contains “the tabulated pedigrees and racing performances of 269 of the principal sires at the stud in one part or another of the United Kingdom,” to say nothing of an appendix, in which shorter, but sufficiently indicated, pedigrees of 625 other living stallions are given. Nor is this all, for the records of the winning progeny of the various stallions are given, and the stallions themselves are grouped under the names of their respective sires, and again under their fees in order of value. In these days of general financial depression many breeders find themselves compelled to look about them in the search for a moderate priced stallion, if such can be found, of suitable pedigree and merit.

Let us see what we can find among the sires registered as standing at about 9 guineas. Very near this figure—under ten sovs.—are forty-five stallions, among them many of illustrious descent, several of whom, it may be said, have themselves been truly “useful” racehorses. Take a few of them in alphabetical order. Curiously enough, the letter L comes first. There is Lonawand (fee, £9 10s.), by Cupbearer (by Orme) out of St. Flora, by St. Florian out of Barbara, by Kendal, a son of Bend Or. Competing always in good company, Lonawand won seven races, amounting in value to close on 6,000 sovs. At £9 10s. 6d. the services of Mackintosh, by Florizel II (brother to Persimmon and Diamond Jubilee), are available, and Mackintosh won races of the total value of over 4,000 sovs., the Payne Stakes and the Ascot Gold Vase among them.

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7,000 sovs., a fee of 9 guineas is asked, with the provision that mares proving barren can be covered again without fee the following season. Ouadi Halfa, it may be added, is by Persimmon out of Yesterling, by Sterling. In the way of pedigree there is much to recommend Rhodesia—9 guineas—sold as a yearling for 7,000 guineas and got by St. Frusquin out of Glare, being, therefore, an own brother to Flair, Lesbia, Vivid and a half brother to Lady Lightfoot, dam of Prince Palatine. Romeo, by Flying Fox out of Glare, is another 9 guinea stallion. Thistle-ton, by Soliman out of Fair Year, by Ayrshire, himself a winner of races; Vamose, by Orme out of Vampire, and so own brother to Flying Fox, come into the list; and so do the Cesarewitch winners Mintago and Yentoi. I find I have made a miscalculation, and that instead of there being forty-five stallions serving at a fee under 10 sovs., there are, as a matter of fact, ninety-three, and that, taking them in alphabetical order, as I thought I was doing, I should have begun with Amphion, an own brother in blood to Sundridge. To some of those now left unmentioned I may be able to allude on another occasion, but my present object is served if attention has been drawn to the number of well bred horses whose services are available at a very moderate fee.

Among them, by the way, I notice Huon II, a big winner in Germany, and got by Ard Patrick out of Hyères, by Isonomy out of St. Marguerite. To the best of my knowledge this is the only Ard Patrick horse in England. He is standing at the Straffan Station Stud, Kildare, and is described as being the property of Baron von Schneider. I am not quite sure that he should be so described, for I rather think that he is now either owned or leased by Mr. G. Kennedy. It might be well to clear this up, for, if the property of Baron von Schneider, the horse is, I suppose, liable to be seized by the Government, and I do not know that people taking nominations to him would not come under the ban of the law for trading with an alien enemy.

Sorry, indeed, I am to have to record the death of Mr. R. C. Vyner, who passed from among us last week in his seventy-third year. A sportsman in the best sense of the word—of the older school—Mr. Vyner had played an active part in racing ever since 1871, but he won no race of any importance till 1874, when, carrying his colours, violet, white belt and cap, he won the Chester Cup. In 1883, Fraga, a smart filly by Camballo, picked up three races in succession; but her own brother, Tarragonese, was not of much account. Better things were in store, for the next year The Lambkin won the St. Leger; and Gloriosa and Alb were other winners trained at Ashgill. But by far the best horse ever owned by Mr. Vyner was Minting—a good horse, indeed, he was, but it was his misfortune to be foaled in the same year as Ormonde, who beat him in the Two Thousand Guineas easily enough, but with whom he subsequently ran a tremendous race for the Hardwicke Stakes. There being little chance of beating Ormonde in the Derby, Minting was kept in reserve for the French Grand Prix, which he won without difficulty. He also put in a great performance when, as a five year old, he won the Kempton Park Jubilee with 10st. in the saddle, and won the Hardwicke Stakes when carrying 9st. 12lb.

Stone Clink (winner of the Northumberland Plate and the Cesarewitch), Crowberry, Fallow Chat, Gautby, Rivière, Gloriation (winner of the Cambridgeshire), King Crow (a Northumberland Plate winner), Lily of Lumley, Hagioscope, The Rowan and Marcion (winner of the Ascot Gold Cup) all did good service for Mr. Vyner’s popular and much respected colours, and both Roseberry and Marcion were successful sires.

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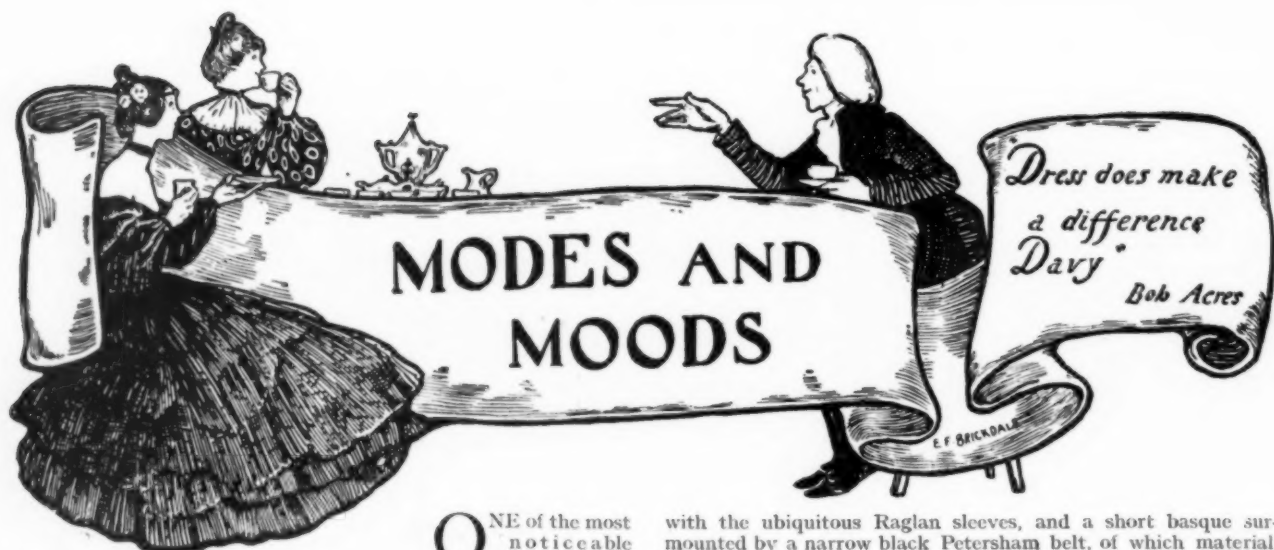
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ONE of the most noticeable features of our London streets, and one, moreover, that is growing, is the number of women driving their own cars. Necessity in the shape of a shortage of men has served to put courage into many a tentative heart; while those who are inherently blessed with courage to take up the wheel without any effort are going a step further and taking pains to understand the mechanism so as to be able to do such small repairs as can be tackled on the roadside.

When one looks back, really only a comparatively few years, it is almost laughable to recall the frights motoring women thought it necessary to make of themselves. And what was still runnier was the way those whose position in life never permitted them to attain to anything higher than a motor omnibus essayed to array themselves in like fashion; whereas to-day a totally different attitude is apparent, and beyond acquiring the sensible warm coat and a hat warranted to stick well on the head, there is nothing to distinguish motoring attire from any other ordinary driving get-up. And for actual town driving even this is modified. Touring, of course, comes under another head, and includes waterproof possessions, a capital sou'-wester type of hat in showerproof silk, or oil silk, being accounted a first essential.

Viewing the whole subject, however, from a normal or average point of view, as engendered by the prevailing activity among women as drivers of their own cars, nothing more admirably adaptable could have been conceived than the adjoined group, illustrating a suitable skirt, blouse and coat. On the left hand figure there is shown a practical yet thoroughly up-to-date skirt of light, rough-surfaced tweed, or, if preferred, there is no reason at all why a navy suiting should not be substituted. The particular modish note introduced is supplied in the side pleats, these emerging from beneath pockets, which are modelled in one with the plain front width. This side flare is accounted among those who know as quite the most attractive feature of the new and fuller skirts. Without any undue fussiness there is the embodiment of comfort in such a skirt, infinitely preferable to the erstwhile slim things that had to be slit up or surreptitiously provided with hidden pleats to allow of any sort of free movement.

The accompanying blouse is of striped spun silk arranged

with the ubiquitous Raglan sleeves, and a short basque surmounted by a narrow black Petersham belt, of which material, also, is the narrow cravat. This black Petersham likewise figures in the construction of the neat little sailor hat, in alliance with taffetas, the crown flatly wreathed with white Petersham flowers without foliage. The wrap coat out of which the wearer is slipping is just a plain, roomy affair, probably of natural camel-hair cloth or blanketing to meet the chilly exigencies of the moment, heavy Shantung or some such fabric coming in for consideration later in the year.

Never in a long experience can I recall such a wealth of choice in smart, serviceable wrap coats. The example depicted is, however, typical enough, being made of the material that can do no wrong just now—covert coating. A particularly



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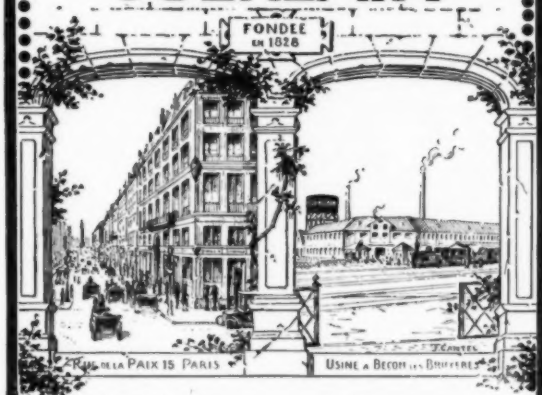
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distinctive note is imparted by a deep inserted line of perpendicular tucks, a movement that serves to bring about a slightly short waist appearance, and also a pleasant shapeliness, the skirt part being cut to godet with moderation at the sides and back; while the handsome completing note is a collar fashioned of three distinct strands of skunk, some clever modelling allowing of this collar being drawn up closely round the throat when required. For the expression of the compact little toque there has been selected the new black and white check or chessboard straw, trimmed with bows of ciré ribbon. This exactly represents the class of hat that sticks on without any assistance other than two short, firm hatpins; and the wearer has the further satisfaction of feeling that she is wearing one of La Mode's latest and best approved decrees.

So far I have kept out of the controversy raging over the rights and the wrongs of advancing such drastically different fashions at a time when the heart of not only England, but practically the whole world, is wrung with anxiety and sorrow. But my silence is not caused by indifference. On the contrary, I am extraordinarily interested, and am wondering to what further depths of foolishness these folks who rush into print at the smallest provocation will continue to go. In the name of peace in the realms of dress, can we not live and let live? Why in wonder cannot the woman who holds strong views about not spending money on her back just now wear her last year's things quietly and courageously without proclaiming on the housetops that she is going to do so? She will find plenty at hand to do, I can promise her, without wasting a moment in working up a wrathful condemnation of *les autres* who do not think quite on the same lines.

The new fashions are getting a wholly unexpected and free advertisement by all this cackling, and no amount of talking or writing is going to make the slightest difference. The refined English gentlewoman never did, and never will, wear eccentric and exaggerated clothes. On the other hand, there are a large community who will continue to sail close to the wind. At the same time my opinion, for what it is worth, is that once the initial extravagance of expression, inevitable with new modes, has been eliminated, the revivals of the sixties and the eighties will find far more general approval and prove infinitely more adaptable than the recent styles culled from the Incroyable and Empire periods.

One or two amazingly silly touches are being essayed, such as skirts rendered deliberately uneven at the hem. These either dip in front and hitch up at the back, or hitch up back and front and dip at the sides. Anything uglier or more irritating than this effect could scarcely be devised. Also, there is a temptation to exaggerate the shapelessness of the *moyen âge* bodice. Quietly and reasonably expressed, this is frequently charming, as is the modified Velasquez crinoline effect, which is really the above described swing at the sides.

As if to bear out my suggestion that the best type of woman would not subscribe to extremes of mode in any direction, a catalogue of "Advanced Fashions," emanating from Dickins and Jones of Regent Street, W., has just come to hand, and it is a pleasure to see how intelligently and moderately this always reliable firm have interpreted the sartorial feeling of the moment. The short coat of which I spoke last week is portrayed in several aspects. One which particularly takes my fancy has a fitted basque carried in a graceful curve right up to the underside of the armhole, and fastened apparently on either side the waistline in front with a large button, while the plainness is relieved by tiny pockets. The coat buttons right up to the throat, and has the ubiquitous high collar. It is allied to a slightly full skirt, with an inverted box pleat down the centre front of becoming length, and, carried out in a supple drapolaire, makes an eminently appropriate costume for early spring. Another loose coat has an effective long basque behind heavily braided, as are the deep pointed cuffs, while a clever relief is afforded by a collar of embroidered tussore. The spring overcoat also has received the attention it deserves, for it affords an economical solution of the problem of wearing out odd skirts. The smartest models are expressed in soft black moiré, a material which never goes quite out of favour by reason of its universal becomingness; but there are models of all sorts, and the countrywoman will rejoice in a light-weight sports overcoat cut with a generosity that allows absolute freedom of movement without sacrificing the essential *ligne*. The millinery is charming, and refreshingly free from the exaggeration which mars so many of the newest hats. Among the shirts I specially liked one in a heavy plain pyjama silk buttoning right up to the top of the high neck, with a turnover collar and Raglan sleeves, at an astonishingly moderate price, moreover; and there was an afternoon blouse of black ninon over a low satin corsage with vest and collar of Malines lace, which would make a delightful adjunct to a black satin or taffetas skirt. All that is necessary when ordering from Messrs. Dickins and Jones is to state sizes. Gloves and shoes would both be a profitable investment just now, for they will not get cheaper as time goes on. One ought soon also to examine one's stock of undergarments and make summer additions, and among them should be included some of the dainty Milanese silk bodices made in the firm's own workrooms. I would advise my readers to get a copy of "Advanced Fashions" forthwith.

The assertion is a bold and general one, but it is, nevertheless, made in the utmost confidence, and will be immediately

confirmed by all and sundry who pay a visit to the premises at the Haymarket, that Burberrys have beaten all previous records in their present season's modes. The fresh note struck, and handled by them with consummate skill is very much to their liking, and they have accepted with the utmost avidity the decree for wider skirts, but have naturally avoided anything in the least savouring of the extreme.

A more reasonable and at the same time attractive skirt has seldom been achieved than the one pictured in connection with a smart, practical sports coat. This capital suit is made of Burberrys' Solax, in a useful dun shade, the coat arranged with an inverted centre pleat at the back, roomy Raglan sleeves, while the fronts can be worn with equally finished effect either open or closed, and are, moreover, completed by roomy extended pockets, such as are so familiar nowadays on Service coats.



SPORTS COSTUME SKETCHED AT BURBERRYS'.

A narrow band passed through a leather buckle completes the coat, and is likewise repeated as a finish to the waist of the skirt, the latter actually buttoning from hem to waist, so that, if required, it can be worn as a cape about the shoulders. The accompanying hat of dark brown suede falls into delightful harmony, and is simply trimmed with a pheasant tail set from a soft pad of blue feathers.

Messrs. Burberrys have received news from Lille, which is still in the occupation of our enemies, that the establishment of one of their principal French agents is structurally intact, but that all the stock of Burberry Weatherproofs has been removed by German officers and their lady relatives. The latter by no means extend their hatred of England to its manufactures evidently, as they make a great display of these "spoils of war" in the fashionable quarters of the city, and "Burberrys" are as plentiful in the Boulevard de la Liberté as blackberries in autumn on a Devonshire hedge.

L. M. M.



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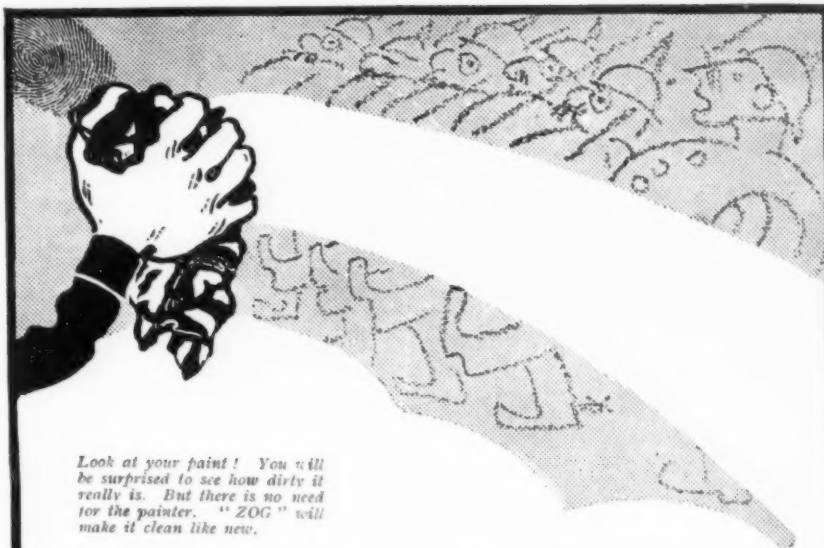
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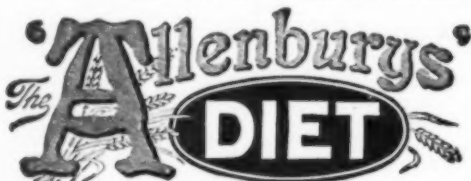


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IN an article which a few years back appeared in a popular magazine, the writer dealt in a commonsense manner with the much debated question: "What is Whisky?" and the apathy of the public in regard to this very important matter. The fact is that, while immature whisky is most disagreeable, well matured spirit is the most wholesome drink in the world. To drink any, indeed, but a well matured whisky is extremely inadvisable. Age is essential in order to eliminate the injurious properties inherent to distilled liquors in a raw state. An absolutely pure pot-still whisky (not a blend of all sorts), well matured, palatable and possessing a fine aroma, is worth knowing, and therefore we have no hesitation in recommending to our readers' notice an exceptionally attractive brand, known as "Special" Scotch Whisky, sold by Messrs. Charles Tuckey and Co., Limited, of 3, Mincing Lane, E.C. It is a ten year old liquor, distilled from Scotch barley in the Highlands, all pure malt (and a pure malt whisky is, by the way, a much more economical drink than a blend, since less is required) and made in a pot-still. It is retailed at the very moderate price of 42s. per dozen case, containing two gallons, and delivered free in the British Isles. Thanks to its genuine constituents and maturity, it goes equally well with soda and other minerals, or with water pure and simple, and for this reason it should find favour with Service men who just now frequently have to be content with anything they can get in the way of dilutents; while the same qualities make it a valuable whisky for medicinal purposes. Mess presidents or the caterers of Service messes should communicate with the proprietors, Messrs. Charles Tuckey and Co., Limited, of 3, Mincing Lane, London, E.C., who will be pleased to supply samples and full particulars.

GREENHOUSES AND GARDEN BUILDINGS.

In spite of the war and the fact that the peaceful routine of country life has been utterly abolished by the absence of the greater part of the masculine population on a terrible task, there promises to be no diminution in the interest taken in gardening at any rate by ladies. There is no doubt, of course, that what may be called "utility gardening" has received a decided impetus among them, for every thinking woman must realise the grave necessity of making every inch of the kitchen ground yield its full quota of foodstuff, both for home consumption and also to give away; but the flower garden is not neglected on that account, for flowers, if possible, are more welcome in war time than ever before. Our readers will therefore be interested in the announcement in our advertisement pages of some bargains to be disposed of by Messrs. James Crispin and Sons of Nelson Street, Bristol. This firm is offering for sale at special prices some houses which would have been exhibited at the various agricultural shows this year, but that they have decided not to attend the shows until after the war. They will also be pleased to quote for houses for growing tomatoes, cucumbers, etc., and ordinary portable frames for seedlings, salads, etc., as well as French gardening frames for intensive cultivation.

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Imperfection in the quality of the water supply is often a trouble in country, and sometimes also in town, houses. In some districts, for example, the water is contaminated by iron, the presence of which is very troublesome. Not only does the water look and smell unpleasant, but also it stains everything with which it comes into contact; or the water may be soft, and possess a corrosive nature which causes it to rust and corrode all iron surfaces with which it may be brought into contact, so that iron boilers and hot water pipes become eaten away and the pipes choked and closed by accumulations of rust. A still worse quality is that of dissolving lead and zinc, so that if the water should come into contact with lead pipes or galvanised cisterns or pipes it is liable to become poisonous. Fortunately, the imperfections of water supplies, have been the subject of investigation, and the defects in question can now be successfully dealt with by means which are available to any supply, whether large or small, and which, moreover, can be applied to a single house without undue expense. Among the firms who have studied the processes scientifically and with practical result is that of William Boby, Salisbury House, London Wall, E.C. Mr. Boby's work in this connection has been widely recognised both practically and by awards from the Royal Sanitary Institute of Great Britain, and his advice on water difficulties is worth having.

PRAISE FROM THE FRONT.

We have so often commended the excellence both of Fry's Cocoa and Chocolates that it is no surprise to find them equally appreciated at the front. Prince Kumar Shri Ranjitsinhji, the Maharajah Jam Sahib of Nawanagar, writing to the firm from the Headquarters, Second Indian Cavalry Division, I.E.F.A., France, says: "Your chocolate is highly appreciated, and forms a pleasant and valuable addition to our table, and the 'Hello, Daddy' playing cards enable us to pass many enjoyable hours which might otherwise be somewhat tedious at the Front." Talking about chocolates, Messrs. Fry have, as usual, produced some charming novelties for Easter, at various prices—eggs, animals and all sorts of quaint objects, filled with delicious chocolates.

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south side, and a practical elasticity of planning which led to an irregular modelling of the entrance front. The



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THE SOUTH SIDE.

"COUNTRY LIFE."

keynote of the down-stairs accommodation is the large central hall or living-room, with dining and drawing rooms on either side and a loggia connected with each of the latter. Our last picture shows the big living-room, which is treated in a simple, traditional manner with heavy beams showing on the ceiling, and a reasonably designed open fireplace of brick. The planning of the south-east corner is particularly practical. It is a very short distance from the kitchen to the dining-room, and the adjoining loggia, used for all meals during many months of the year, is so placed that serving can be done not only through the dining-room, but by an independent passage running behind it

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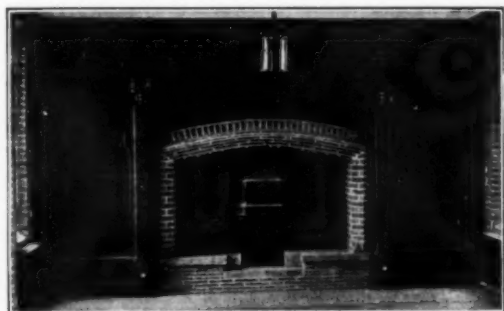
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to the loggia. The drawing-room is so planned that visitors have access to it direct from the front lobby without going into the hall, where the family lives. The first-floor rooms are well disposed, and there are as well admirable attic rooms in the roof. The site was flat, and a good base was given to the house by raising the paved terrace about nine inches above the garden level on the south side. Mr. Maule has employed a very practical method of securing a simple treillage screen of a rather



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FROM THE NORTH-WEST.

"COUNTRY LIFE."

are bottle ends into which have been pushed little printed labels bearing the names of the particular workmen employed, the master bricklayer, the master plumber and so forth. The promise that they would be awarded this little touch of immortality did wonders in securing their steady devotion to carrying out the work in the best way, and it was a kindly as well as adroit method of ensuring their interest. It is obvious that no amount of fine craftsmanship will save a house from aesthetic failure

if the design itself is wrong, but by the same token the best design will take a disappointing shape if the workmen do not translate it faithfully with a right handling of the materials. Not so many years ago, architectural fashion was apt to lay an undue stress on the craftsman and to look to him wholly for architectural salvation. The present tendency is to lay less emphasis on this aspect of building, but it is to be hoped that we shall not forget how large a place the artisan has filled in the story of civilisation. This point was never put better than by Thomas Carlyle: "Laws themselves, political constitutions are not our Life, but only the House in which our Life is led; nay, they are but the bare walls of the house, all whose essential furniture, the inventions and traditions and daily habits that regulate and support our existence, are the work not of Dracos and Hampdens, but of Phœnician mariners, of Italian masons and Saxon metallurgists, of philosophers, alchemists and prophets and all the long-forgotten train of artists and artisans; who from the first



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TERRACE FROM THE WEST.

"C.L."



rustic sort, which can be seen in the left-hand corner of our second picture. The trellis panels are the work of a hurdler. They are made of cleft ash, 6ft. by 6ft., and cost only two shillings apiece. These panels are fixed between posts 6ft. apart, and connected with the top by rough rails which bear the delightful local name of "slotes." A device which I do not remember to have seen before was employed by Mr. Maule as a stimulus to the interest of the workmen. Built into the wall in casual and inconspicuous places




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FIRST FLOOR CORRIDOR.

"C.L."

have been jointly teaching us to think and how to act, how to rule over spiritual and over physical Nature. Well may we say that of our History the more important part is lost without recovery; and—as thanksgivings were wont to be offered 'for unrecognised mercies'—look with reverence



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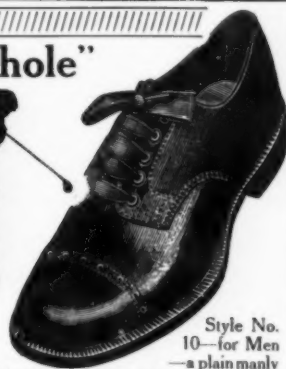
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into the dark untenanted places of the Past, where, in formless oblivion, our chief benefactors, with all their sedulous endeavours, but not with the fruit of these, lie entombed."

L. W.

RELIGIOUS BASIS OF ART.

WE have heard so much of art for art's sake, for life's sake, for form's sake, and what not, that it is refreshing to find so learned a writer as Della Seta reviewing the origins of sculpture, painting and architecture with reference to religion and its precursor, magic. *Religion and Art*, by Alessandro Della Seta, with a Preface by Mrs. Arthur Strong. (Fisher Unwin.) Out of the fulness of an encyclopaedic knowledge he is able to lay down and to establish the thesis that "art will never arise and develop among men unless it has a foundation in religion. Art absolutely profane in origin, art born to satisfy the aesthetic taste of the spectator . . . is inconceivable in human history and has absolutely never existed." This is in sufficiently violent contrast to such arguments as Mr. Scott has so eloquently expounded in *The Architecture of Humanism*, and it can hardly be true of Western art since the eighteenth century, but Della Seta makes out his case for ancient art in most convincing fashion. The argument is so closely compacted and fortified by such a wealth of allusion and illustration that it is impossible to sketch it here. Suffice it to say that the aesthetic origins and development of Egypt, Assyro-Babylonia, Mycenaean civilisation, Greece, Etruria, Rome, Buddhism and Christianity are examined in turn. We hope that in some future essay Professor Della Seta will elaborate his point with regard to Christianity, which he sets down as essentially a funerary religion, *i.e.*, one whose sole aim was the life beyond the grave. Very significant are his comments on the antagonism between Hebraism and Hellenism in the art of the early Church, and on the way that Christian art was always based on the past, although its spiritual intention equally invariably looked to the future. Mrs. Strong's preface is, like everything from the pen of that brilliant critic, sympathetic and incisive, and Miss Marion C. Harrison has done her work of translation well. It is a book no student of aesthetics can afford to neglect.

AGRICULTURAL NOTES

A RAT CAMPAIGN.

THE Board of Agriculture having received a number of enquiries dealing with the depredations of rats on farm premises, have re-issued a leaflet on the subject containing suggestions for concerted action. After pointing out that there are three methods of dealing with the rat, that is to say, hunting, trapping and poisoning, the writer goes on to suggest that all these methods should be put into practice, because the rat is so very clever that he soon knows how to dodge any one plan of killing him. Our own experience is that a good ferret and two or three terriers will account for rats as effectually as any method known. Against them the rat's cunning is unavailing. In regard to a trap, he has a choice of going in or keeping out, and as he is very quick to discern the taint left by the human touch, a trap must be skilfully set to catch him. If poisons are used, very great care is necessary to avoid injury to other livestock, and here again the rat very quickly concludes that the food in which the poison was concealed is injurious, so that the determined assailant must change the medium as often as he can. Then, what enables the rat to breed is that some farmers will not take the trouble to rid their premises of the pests. Only a few weeks ago we saw a rick threshed, and in the course of operations 150 rats were killed. Statisticians can calculate what these animals had consumed since last harvest. Providing that you can stir up some enthusiasm among the slackers, the plan of a rat campaign, as suggested by the Board of Agriculture, is feasible. The idea



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FELDEN BARNES: THE LIVING ROOM.

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of it is that the attack should be made in a circle radiating from a given spot. Rat hunts should be organised simultaneously on the circumference of this circle, traps and rat poisons should be laid on the outside and food supplies placed in the centre, to which the rats should be driven. Then the circle should be gradually drawn closer, the rat holes should be closed, their runs and nests destroyed and, finally, poisoned food should be employed in the centre and virus laid where the rats can take the disease.

TECHNICAL ADVICE FOR FARMERS.

There can be little doubt but that farmers are being tried very high by the changes of the day. The Board of Agriculture during the past few years have been doing their best to provide advice for agriculturists, and are gradually organising a good system, but farmers are not very keen to believe in some of their advisers. They think of them as clerks in London, or members of a similar class, whereas the Board have been able to secure the services of some of the very best practical farmers in Great Britain. In some counties the education authorities have appointed a county agricultural staff which is available for supplying advice on agricultural subjects, including dairying, horticulture and poultry keeping. In eleven provinces arrangements have been made by which the members of the staff of a University or agricultural college are available for giving advice, and in nine out of these eleven institutions the staff has been specially strengthened by the addition of one or more officers known as Advisory Officers. There are livestock officers, forestry advisers, and so on. The farmer who desires to make use of these facilities ought either to apply to the county organiser or other agricultural instructor at the nearest college or University, or he can write up to the Board and ask where he can get the information he desires.

THE INSURANCE OF PIGS.

As is well known, one of the objections which the small man has to pigs is the danger of swine fever. He cannot minimise it as the larger farmer can by fattening only the animals he has bred himself; he is practically compelled to get his stock pigs at the market or from a dealer, with the result that there is always a chance of them developing swine fever. This might be got over by a system of insurance, worked by small farmers, crofters and labourers, as is done in Sweden, to provide against the ordinary causes of mortality. The societies are local, and the insurance is undertaken on mutual principles. The societies work under the simplest forms and with the least expensive administration. The committee of management gets no remuneration for its work, or receives a very trifling one. Claims are met partly by regular premiums, but chiefly by special levies on the members. Eight of the societies pay compensation equal to the insured value of the animal, and nineteen societies base the payment on the estimated value of the animal at the time of the loss.



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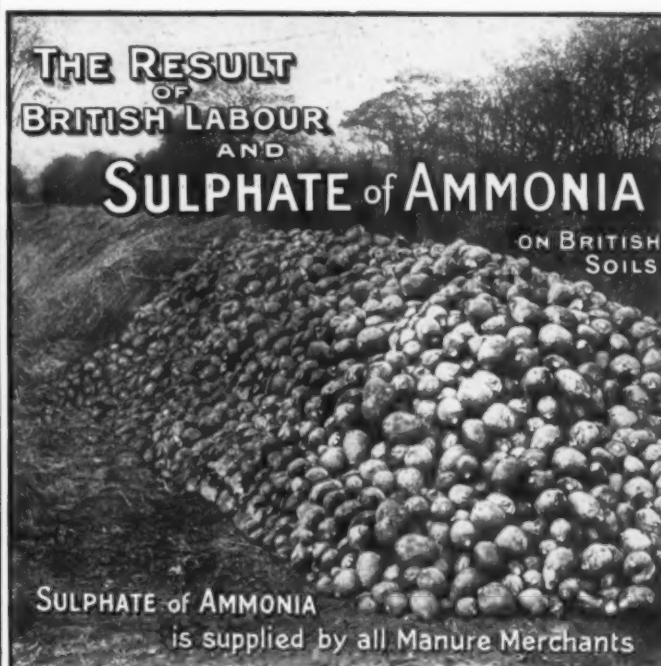
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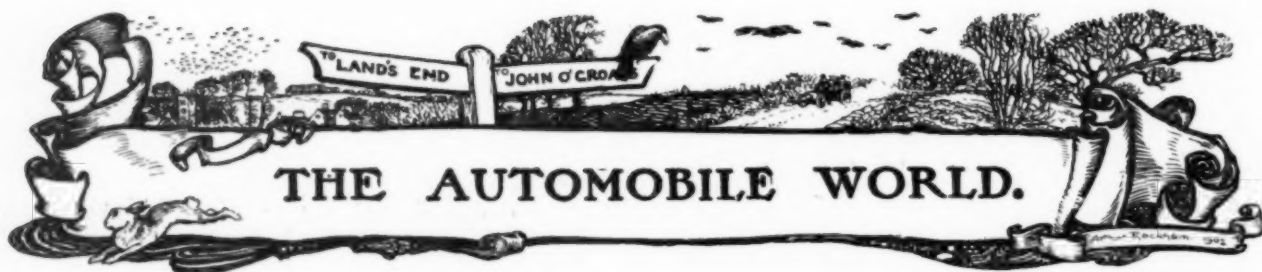
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THE AMERICAN CAR ON THE BRITISH MARKET.

IN the past a great deal has been written on the subject of the American invasion of this country by motor vehicles hailing from the United States, but recently the interest in this topic appears to have evaporated, if we may judge by the absence of printed reference to imports from the other side of the Atlantic. Yet it may be said without exaggeration that the importance of the American invasion was never as great or so worthy of attention as at the present moment.

This year the conditions governing the sale and purchase of motor-cars in England are altogether unusual; large sums of money are not available for the acquisition of luxuries, and those fortunate individuals who possess ready money are on the look-out for objects on which to spend it which shall represent the very best value possible for the outlay incurred. This being the case, the prospective purchaser is likely to consider seriously the claims of the American cars, for undoubtedly their specification is attractive, if only for the reason that it is so remarkably complete.

For some years past the American motto has been "Low price and no extras," and at a time like the present a battle-cry such as this is more than usually potent. Whether or not the American car offered to the British public does, in fact, constitute better value for money than is represented by the English or European chassis is a debatable point, and one upon a consideration of which we are not called to enter in this article. Suffice it to say that the sale of American cars in England has been steadily increasing of late, and that those who have bought them appear as a rule to be satisfied with their purchases. There is, moreover, one aspect of the situation which cannot be overlooked, and this is that the inexpensive American car has enabled the pleasures of motoring to be enjoyed by a very large number of people who could not have afforded to purchase a British or Continental motor vehicle of adequate carrying capacity.

The American car of to-day bears, upon the whole, but slight resemblance to its prototype which came over with the first invading force, for while the latter was a decidedly crude and ill designed piece of mechanism, the American chassis now built in the States will bear comparison with that constructed in well known factories in this country and in France or Italy. It is true that the average American engine has not been brought to the superlative state of efficiency achieved by our own makers, but it develops enough power for all reasonable requirements, does not wear out quickly, and seems capable

of performing its duties without calling for constant supervision by an expert mechanic.

A point worthy of mention in connection with the engines found on this year's American cars is that, as regards their stroke bore ratio, Transatlantic designers seem to be taking a leaf out of the books of their brethren in Great Britain and on the Continent. Formerly the majority of American motors were of the short stroke variety, relying for their power chiefly upon large cylinder diameter. This policy, at any rate as adopted in the United States, resulted in the production of somewhat "flabby" engines, and it had the additional disadvantage of involving the British purchaser in a fairly high expenditure in respect of the annual tax extracted by the Exchequer. We now find that comparatively long stroke motors are coming into fashion, and that in the case of at least one car—the Overland—the views of our Treasury authorities have been considered by the designer in settling the bore of his cylinders.

The American car is also becoming Europeanised in appearance; the old-fashioned high bodies are passing away, their place being taken by low built carriage work, with tapered bonnets merging gracefully into sloping scuttle-dashes. This is certainly a point for commendation, for not only does the vehicle gain in appearance, but the reduction of windage means a not inconsiderable saving in petrol consumption, and there-

fore in the tire bill. The connection between low petrol consumption and reduced expenditure on tires may not at first sight be evident, but the inter-relation of the two will be realised when we remember that the power developed by the engine has to be transmitted through the rubber tires, and when less power is called for, the tires, having less work to do in transmitting it, enjoy longer lives.

Speaking generally of the effect of the American invasion upon the sale of cars in our own country, it may be said that we

owe no small debt of gratitude to designers in the United States, not only for the reason that the import in large quantities of American machines had a marked tendency to lower prices over here, but because our own manufacturers were practically forced to follow the lead of their overseas' competitors and furnish among the standard equipment of their productions refinements which formerly had been regarded in the light of extras, to be procured only by those who had no insuperable objection to paying £50 or more over and above the list price of the car.

For the electrical engine starter we are undoubtedly indebted to the Americans, and as regards the lighting dynamo, although this was not first introduced from the States, it has come into



THE CENTRAL ARCHWAY, HYDE PARK CORNER.



A PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

CHAPTER THE THIRD.

AND in a little while they came upon a village, and he who had bought too well sought out the smith that he might provide him with yet another shoe, for he had none left. And the good smith said: "Yea, master, shoes can I sell thee, but not of this fashioning. Doubtless could I procure the shoe thou desirest, but since thou canst not wait awhile 'tis all I have to offer. See, thy friend's beast is so shod, and thou sayest he has had no misadventure." And the wise man said: "Take thou the shoe and come with me to a place where we may rest, and I will enlighten thee as to the tale of this shoe."

(To be continued.)

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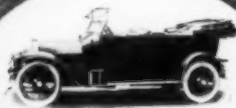
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general use in England chiefly because the great majority of American cars are fitted with it as a matter of course. Especially is the silent pressure of the American factory felt, so far as the lighting dynamo is concerned, in our own small car industry, for even the less expensive American machines are equipped with an electrical installation, and in order to compete

Americans have to pay far higher labour charges than those ruling in England, and this may fairly be taken as an appreciable set off against the saving effected by manufacturing in tens of thousands.

The true solution of the puzzle seems to us to be found in the policy adopted by far the greater number of American factories in the production of the finished article. Very few transatlantic makers actually construct the units which go to make up their cars. They buy each unit in the best market, and their own task is reduced to assembling these units into one corporate whole.

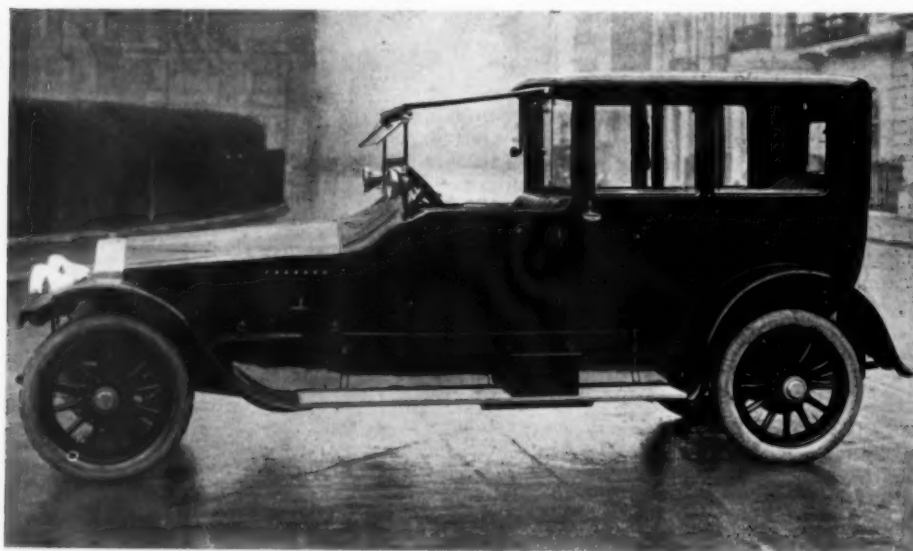
There are in America vast factories concentrating their energies solely upon the production of engines, others specialising in gearboxes, in frames, in axles, or in other chassis components, these goods being taken in almost incredible quantities by automobile firms throughout the United States. By concentrating upon one component, these factories, building by the hundred thousand, can succeed in reducing the cost to, and so are able to sell at, the lowest possible figure. Until we in England adopt some similar policy, we shall not be in a position to compete with the American industry.

Hitherto in Great Britain individualism in motor manufacturing has been something of a fetish; but individualism may be purchased at too high a price, and our opinion is that this will be realised in the future by the majority of British and Continental firms engaged in the motor industry.

ITEMS.

IN spite of modern innovations in the way of power pumps, it is probable that outside the big garages the vast majority of pneumatic tires are inflated by manual labour. The process, however, is a somewhat exhausting one, especially with the ordinary hand pump supplied with every car, and any improvement on this somewhat antiquated device is to be welcomed. Several attempts to bring to bear the powerful muscle of the leg and the weight of the body in the process of tire inflation have been made, and of these one of the most successful is a foot pump placed upon the market by the makers of the famous Wood-Milne tires. We have had in use one of these pumps for nearly a couple of years, and have found it a vast improvement on the ordinary hand pump. The knack of using the Wood-Milne inflator is easily acquired, and it then becomes an easy matter to inflate even the biggest tires to their proper pressure in a minimum of time and with less strain to the arms and back than is involved in pumping up by hand.

The limousine-landaulet body illustrated herewith embodies several unusual features. There is an entire absence of mouldings, all the panels and pillars being finished off with a roll edge. This method of construction gives a neat appearance to



A 35 H.P. VAUXHALL LIMOUSINE.

Note the extending canopy over the driver and the easily movable front lights arranged to slide sideways.

successfully with them the builders of our light chassis have been obliged to follow suit.

Up to this point we have dealt in generalities relating to the American invasion so far as it has affected the immediate and slightly more distant past; we must now glance at the position to-day. Hitherto, almost all the American cars sold in England have been of the four-cylinder type, but this year a marked change seems to be in prospect. Already an eight-cylinder chassis—the Cadillac—from the United States has arrived in London, and at least one other car of the same pattern is promised during the next few weeks. Of the Cadillac and of the eight-cylinder principle generally we hope to write in a future issue; at the present time we will content ourselves with remarking that the fitting of an eight-cylinder internal combustion engine to a motor-car is not altogether a new departure, since both the Rolls-Royce Company and Messrs. De Dion Bouton have carried out experiments along this line.

In addition to the eight-cylinder American cars there are quite a number of six-cylinder machines due to put in an appearance on our own market before long, and if on inspection and trial they show as great capabilities as are forecasted by their specifications, they will, we think, be serious rivals of our own cars of low and moderate power.

Not only will the American six-cylinders be fully equipped with electrical engine starters and lighting installations; they are to be sold at prices hitherto unapproached in England or on the Continent for machines of a similar type. Obviously, it is inadvisable, without further information, to hazard rash conjectures as to the prospects of these cheap six-cylinder vehicles in Great Britain, but it would be folly to shut our eyes to the fact that they have created no small stir when shown at exhibitions on the other side of the Atlantic. It will also be unwise for our own manufacturers to assume that the newcomers will prove unreliable, or that they will fail on account of poor material or workmanship; as has already been demonstrated in connection with machinery coming from the United States, low selling price does not necessarily imply poor quality.

Finally, it may not be out of place if we say a word on the subject of the low cost of the American car to the British public, since this is a matter of vital importance to our own industry. It has been said, time and again, that the immense free market open to American manufacturers in their own country and in Great Britain enables them to produce huge quantities of cars and to dispose of them without difficulty, the result being that the cost of constructing each chassis is low. To some extent, no doubt, the explanation does lie in this direction, but production in vast quantities is not the only factor in the problem. The



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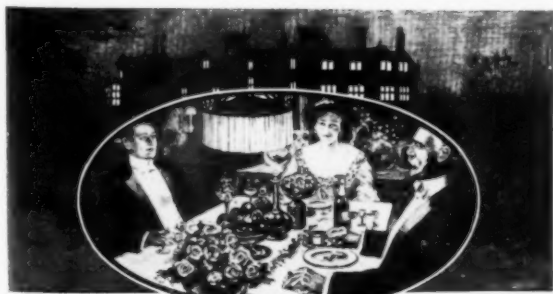
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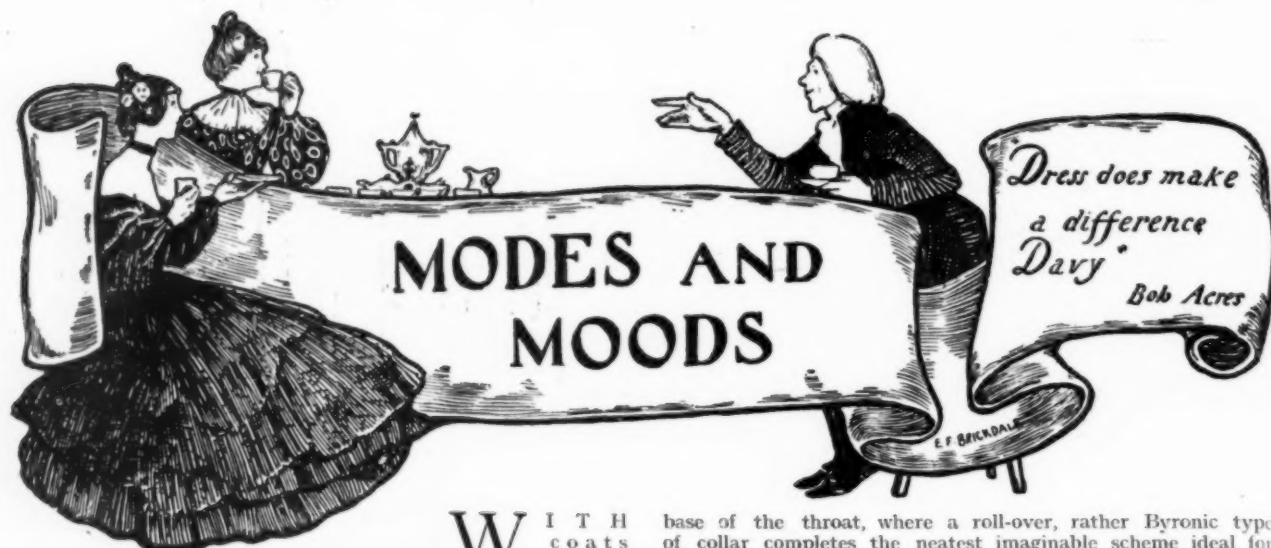
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skirts at the zenith of their popularity—in fact, easily representing the first demand—blouses necessarily follow a very close second. How truly absurd, in the light of recent events, sounds the oft repeated proclamation that blouses were going out of fashion. Whoever was responsible for such statements must surely have had some particular axe of their own to grind, one that found in blouses a serious obstacle. Not even the success achieved by the all-in-one gown, so highly esteemed just now for morning wear in fine serge, has so much as ruffled the surface of the blouse world. The proceedings there are more replete with confidence than ever, and they have every reason, since the possibilities have never been greater for bringing about diversity of style and expression.

Those adorable, crisp white muslin blouses have already been alluded to in these columns, and now I come armed with two original designs, both admirably typical of what is to be worn. The example shown on the upper figure has the fronts arranged in a series of flat, pressed, but not stitched, tucks, a particularly favourite method with these muslin blouses, the material lending itself so well to that form of treatment. Exceptionally dainty and pleasing also is the fine scalloped finish introduced down the front and round the pretty roll-over collar, which can be worn either raised at the back or laid flat. In any case, the throat is much more clothed than has been the case of late, and the particular point indicated is to be seen emphasised in innumerable styles.

A popular model is fashioned of a very heavy quality of biscuit crêpe de Chine, the front laid in one immense box pleat either side, and buttoning visibly up the centre right to the

W I T H
coats
a n d

base of the throat, where a roll-over, rather Byronic type of collar completes the neatest imaginable scheme ideal for wearing with the quiet little tailored suits of fine navy serge suiting.

To return, however, to the group. The second original suggestion carries the mind back to the later eighties, when this type of bodice was much in vogue. The corded gaugings are now accounted, as before, of the most delightful decorative value, these practically arranging, moreover, for the whole of the shapeliness and fitting of the shoulders. Cut into the slightest V, the neck is finished with a high, upstanding collar of the same exceedingly fine muslin that composes the blouse, laid in small, close pleats, as are likewise the double sleeve ruffles,

divided by a bracelet of black moiré ribbon, the latter again being requisitioned for the cravat.

Although a side issue, and a sad one, I am told on good authority that these white muslin shirts, made simply and completed by dull, black ribbon cravats, will be accepted for mourning; the self same authority, furthermore, informed me that never in a long experience had there been so great a demand for black and white blouses, black lace or chiffon veiling white—when at other times unrelieved black would alone have been recognised. Although merely a feather, this attitude points the way the wind is setting in connection with mourning attire. It unquestionably seems to strike the sensible and reasonable mean between unlimited swathings of crape indulged in by the French and the rather heartless suggestion made over here, at the beginning of the war, that sable attire should be entirely disregarded. It may, perchance, be mere prejudice on my part, but any genuine sorrow over the loss of someone really loved, be it relation or friend, seems to me to crave the outward expression of black.



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_____ It was fine _____
_____ your affec Daddy



Over the now practical disappearance of the stereotyped widow's bonnet, also the seldom seen aeroplane cap, only thankfulness prevails. The neat, small, rather flat toques now adopted by young widows appear as a peculiarly appropriate piece of headgear. It is quiet, unassuming and entirely exempt from any suggestion of that craving to attract undue attention. Although the long veil of dull ninon is not by any means imperative, it certainly serves to add a note of dignified elegance, and is usually caught with two long spear-headed jet pins thrust through either side the front.

Since writing last week I have seen numbers of new models, and the first impression I gathered has been thoroughly confirmed, that La Mode has amiably provided for all figures and ages, this attitude being especially noticeable in tailor made. The skirts are pretty invariable, being wide, and either clearing the ground by a good jin. or just barely covering the ankle. But it is in the coats that the chief onus for bringing about variety rests. Thus, for young girls and girlish figures there are the rather saucy little sacque models that just merely pass the waist, and boleros; while for older and more stately figures there are coats of appreciable length, with a decided indication of a waistline, surmounted by a high, important looking collar, usually completed by one of the larger, straight brimmed hats which set so becomingly on a coiffure, that, in deference to a fuller face, is also arranged with some importance. Other coats, again, are found with exceedingly full side basques, like those worn by the old-world courtiers. These sometimes have a slightly raised waistline, and are adorned with large pocket flaps. A great feature are the close rows of boule buttons that are used covered with material, while the broadest of broad military braid can positively do no wrong in black, white and ivory. This is used for collar and cuff facings, vests, belts, sash ends, etc., frequently occurring, in the latter case, in conjunction with slight touches of parti-coloured embroidery.

L. M. M.

HUNTING NOTES.

THE HOLDERNESS HUNT: ITS HORSES.

THE Holderness changes its Master at the end of the season; Captain Clive Wilson, D.S.O., succeeds Mr. Harry Whitworth. Captain Wilson is a son of the late Master, Mr. Wilson, who was for twenty years Master of the hounds. We have more than once alluded in COUNTRY LIFE to Mr. Wilson's success as a breeder of hounds; but he also did a great deal for horse breeding in the country. I can recollect a chestnut horse, Cedric, by Volturmo, which he kept for the tenant farmers of the Hunt. There was no part of England which bred more or better light horses than the East Riding of Yorkshire. I can recollect the time when many of the big bay carriage horses for the London jobmasters were bred there. No doubt motors and the hackney have made a difference to this trade, but it is a horse breeding district. There is no doubt that the breeding of the old type of carriage horse in Yorkshire and hunter breeding went well together. But the East Riding farmers were—and, I believe, still are—hunting men. They ride to hounds over the fine but difficult plough country of Holderness with the determination to be with a pack of hounds which was, and is, one of the best in England. Of one thing the hard riding farmers have no doubt. If you wish to hold your own over their ploughs when in a wet season they carry a hot scent, you must have blood, and a horse cannot be too well bred for the Holderness country. Some five-and-twenty years ago Brooksby wrote of the Holderness that it was one of the best mounted hunts in England, and he did not except even the grass counties to which he is devoted. The young farmers knew how to make the best of the horses they bred. The custom was for the farmers to buy young horses at Howden Fair and to spend a season or two in making them, as they knew well how to do.

It is said that the London dealers attended Howden, noted the most promising colts and into whose hands they went, and sometimes bought an interest in them. It may give some idea of the quality of Holderness horses when we learn that thirty years ago these unmade four year olds cost from £80 to £120. Horse breeding is not what it was even in the North and East Ridings of Yorkshire, but how many horses are still bred there may be learned from the very large numbers of horses sent from this district to the front. Moreover, we shall notice that of the super-Premium and Premium horses, some of the best bred for hunter sires have gone into the East Riding. These are Birk Gill, by Marcion, by Royal Hampton. This last named horse has what we may call an almost perfect hunter sire pedigree, combining Touchstone, Newminster, King Tom with just that strain of Blacklock which counts for so much. Then there is Bachelor's Lodge, by Tredennis. Another horse with a charm-

ing hunter pedigree is Lord Middleton's Crathorne. Here we have Galopin again, and surely there is no better breeding for hunters than Galopin with his Blacklock strains. It would, one would think, be just the fine quality of blood to suit mares with Cleveland strains. I know that there was at one time a great deal of Cleveland blood in Holderness.

Thus we see how intimate is the influence on horse breeding of a well managed Hunt. The fame of the hounds and the horses that are ridden to them brings down the dealers. Thus the Hunt, local horse breeding and the market are all bound up together. It is this mixture of sport, judgment and business which has made England the great horse mart of the world. X.

THE RED GROUSE IN MARCH.

MARCH is one of the most critical months of the whole year on the moorlands, and upon the weather conditions in March and April the prospects of the future season are to a great extent dependent. If the moors are deeply clad with snow, if food and grit are scarce or hard to obtain, the stamina of the birds during the nesting season will be seriously impaired, and the effects of the storms will be evident in the shape of small clutches and weakly broods. It is now that the danger of migration on a large scale is to be feared, for, if birds are driven from their haunts at this time, their return is less probable than if the migration had taken place in the middle of winter. Many sportsmen fail to realise how long a winter their quarry have to endure, for in England March is seldom really wintry. The writer has skated on a reach of the Upper Spey on the 31st of this month, an experience which gives us some idea of the severity of the climate in Badenoch. Fortunately, however, this does not occur every year, and the Badenoch moors are at present at the height of their prosperity. If it were not for the war, I think I could with confidence predict a record season if the spring and summer are favourable for nesting operations.

As the heather shoots become older, harder and drier, the grouse require more grit to enable them to digest them. In many cases where birds are observed wandering from their usual haunts, scarcity of grit will be found to have had more effect on their movements than want of food, and this point is often overlooked. If grit is scarce on a moor, it should be supplied by artificial means. We have all noticed how grouse congregate near the roads and paths which cross the hills. The grit is the attraction, and when grouse are scarce on a moor the owner will be well advised to consider this point if unable to detect any other reason for their failure.

The courtship of the grouse is in full swing in March. This year it commenced exceptionally early, and the cocks were pursuing their prospective mates with amatory attentions as early as the third week of January. There were still, however, large flocks of hens and young cocks which had not broken up into pairs. The old cocks, which live to a great extent by themselves and do not join the flocks, are the first to select hens to suit their fancy, and it was these birds which commenced courtship in January. In March, however, the flocks break up, and the young cocks choose their mates if the weather conditions are favourable; but in the event of a sudden snowstorm the flocks reassemble, and no man can say with any certainty whether the same birds pair again, the same cock with the same hen, when the thaw at length comes.

On the high grounds the earlier part of the winter was very severe, a great deal of frost hardening the snow and rendering it difficult for any living creature to exist. The grouse, hares and deer solved the problem by migrating to the lower beats, where for a period the birds were far too numerous for the limited area of feeding ground available. A timely thaw saved us from a general migration, which would have been inevitable had the storm continued much longer.

The last week of March and the first week of April is the period during which grouse choose their nesting quarters. Some go to the high grounds, where the severe climatic conditions retard their sexual development, and many of these will not nest till May. It is at this time that the keeper longs for open weather, for he does not like to see too many pairs nesting on the low ground, of which there is a risk if the high grounds are covered with snow. Open weather for heather burning is now urgently needed, and full advantage should always be taken of the extension for high ground burning, even if a few nests



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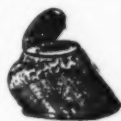
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are thus destroyed. The birds will lay again, and in any case these early eggs are very liable to be frosted.

The eggs of the grouse are apparently less easily affected by frost than those of many other species, partly, perhaps, owing to the sheltered situation in which the nest is generally placed. I have seen whole clutches of lapwings' and pheasants' eggs cracked by the frost late in April, and it seems marvellous how the eggs of the grouse generally escape from this danger. The shell of the grouse's egg is fairly thick, and can evidently endure severe cold without being affected. H. B. MACPHERSON.

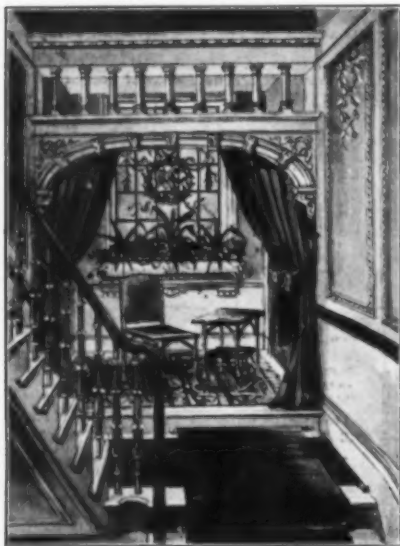
For Town and Country

PENNELL'S SEEDS, 1915.

FROM Messrs. Pennell and Sons of Lincoln, etc., we have just received a catalogue of their seeds for the kitchen and flower garden for the present year, and although the firm say in their foreword that in the whole seventy years of their existence they have never published a catalogue under such adverse circumstances (which we can well believe), its contents show neither diminution in interest nor rise in price. The war, indeed, has not affected Messrs. Pennell's supplies. Had it come three years earlier it would have done so, for until 1911 they relied upon Germany for certain flower seeds. These are now produced at home with the best results, so that the firm are absolutely independent of enemy countries. In order to prevent unemployment they are carrying on as in normal seasons, the only gaps in their staff being those made by enlistment. There is no need at this time of day to dwell upon the excellence of Messrs. Pennell's seeds; but we would like to draw attention to the well chosen and reasonably priced collections of vegetables, which they rightly put in a position of prominence this year. The catalogue as a whole contains an unusual amount of information of value and interest.

A FIRM WHO SUGGEST AS WELL AS EXECUTE.

In ordinary times most of us take a keen interest in the domestic alterations and refurbishings which seem inevitable at this season. But this year few people can give undivided attention to the business. More than ever, therefore, we can appreciate the comfort of employing a firm who may be



A HALL BY WHITELEY'S.

relied upon not only to give us the attention of experts and absolute promptitude in carrying out orders but also to offer practical suggestions that meet our needs, and to keep the cost of execution down to the lowest figure compatible with good materials and skilled workmanship. Such a firm is Whiteley's, of Queen's Road, Bayswater, who for years past have been steadily organising a building, decorating and lighting branch, of which their clients speak in the highest terms. They employ a staff of practical experts, who at shortest notice will give estimates and advice on any kind of structural alterations, decoration, lighting, heating, water, sanitation, electrical installation and kindred subjects, whether for a small cottage or a mansion. They specialise particularly in economical methods of electric lighting, and now are making a feature of the modernising of old West End houses, allowing for an increase of air and light. This work doubtless grew out of the numerous commissions they have executed for London clubs, hospitals, churches, etc., and is certainly an important item for town dwellers, who may rest assured that whatever alterations are necessary, common-sense and a strict eye to economy will be prominent features of Whiteley's suggestions and estimates.

COUNTRY HOUSE FIRE PROTECTION.

It is extraordinary that the annual toll of destructive fires at country mansions seems in no way to diminish, and that every year sees a steady addition to the list of irreplaceable buildings

and, what is worse, irreplaceable heirlooms that have perished by this means. The only explanation is that the estates lie at a long distance from the nearest fire station, and the household equipment for dealing with fire is inadequate. Apart from material loss, the householder owes it to every inmate of his house to see that reliable fire-extinguishing and life-saving apparatus is at hand. A good example in this respect has been set recently by the Earl of Dunraven at Adare Manor, County Limerick. The house was already well equipped, but existing precautions have now been augmented by an up to date ladder fire escape of the Merryweather "Sliding Carriage" pattern. This is constructed with three ladders to extend on the telescopic principle to a height of 55ft. A special feature of the design is the provision of bow-string girder trussing to the ladders, rendering them exceptionally strong without greatly increasing the weight.

FIBRE CLOTHING FOR THE TROOPS.

Garments made of strong mulberry bark and other fibres have always been popular in the East, and during the Japanese War there is no doubt that many useful garments were made for the troops in this way. We understand that the Russian troops wear a warm waistcoat made of sheets of Japanese fibre with cotton wool placed in between them, and then stitched like a quilt, so that the cotton wool does not shift from place to place. This material, however, we believe, is not waterproof.

Realising the importance of these fibres in connection with a light and serviceable material out of which to make extra garments that can be worn underneath the regimental uniform, Messrs. James Spicer and Sons, Limited, have been for a long time experimenting with certain fibres with an idea of waterproofing and strengthening them. Unfortunately, at the commencement of the war their experiments were not sufficiently far advanced to enable them to bring out the waistcoats and waders illustrated here, but last month these articles were placed on the market.

The illustrations will give the reader some idea of the lightness and flexibility of these garments. They can be carried in the pocket or in the knapsack, folded up in such a small compass that the soldier does not realise that he is carrying them, and yet when a wet trench has to be occupied or the body needs protection from rain and wind, he simply has to don his waterproof waistcoat and his waterproof waders, and, protected by them, heat and dryness are retained by the body, and he emerges from the trenches in a condition to move quickly and to fight, and not, as often in the past, a fit subject for the motor ambulance. The waders are slipped on over the socks, and pulled up the leg; the boot is put on over them and laced up (not too tightly, as stopping the circulation means frostbite), the puttees treated in the same way, and protection is given without in the slightest degree hampering movement. The waders have been tried at the front and a large quantity ordered, but the organisation now brought into being for the manufacture of these articles will have surplus power to provide members of the public who wish to send these goods to their friends with the garments, and single pairs are sold at—waistcoats, 1s. 9d. each, and waders 2s. 9d. per pair.



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An officer, recently home from France on forty-eight hours' leave, tells an interesting story of the work done by one of the sentry dogs supplied by Major Richardson to the 2nd Battalion — Regiment on our front between — and —. "One dark night I took out the sentry dog on patrol duty in front of our trenches near the German wire. Their trenches were four hundred to five hundred yards from ours. We moved along for some time and saw nothing. Suddenly the dog, who was working a little to the left front, stopped dead, pointed and gave a low growl. We immediately lay motionless on the ground. Two Germans rose up, as if out of the ground, in front of us, and they were immediately bayoneted by our men. The dog had discovered two German sentries in a new sap of which we knew nothing, and, except for the dog, we would never have known the Germans were there."

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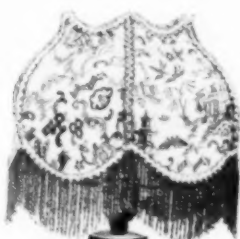
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RACING NOTES.

SOON—before this month is out—two out of the five classic races of the year will have been lost and won—the Two Thousand Guineas and the One Thousand Guineas. This may, therefore, be a convenient opportunity for calling to mind the reputed merits of the leading two year olds at the end of last season's racing. According to the Free Handicap, published in October and calculated on a six furlong basis, the position was: Friar Marcus, 9st.; Roseland, 8st. 13lb.; Silver Tag (a filly), 8st. 11lb.; King Priam, 8st. 11lb.; Torloisk, 8st. 11lb.; Redfern, 8st. 10lb.; Ballaghtobin (an Irish colt), 8st. 10lb.; Pommern, 8st. 8lb.; Let Fly, 8st. 8lb.; the colt by Orby out of Glaze, 8st. 8lb.; Manxman, 8st. 7lb.; Volta, 8st. 6lb. Subsequent racing would, perhaps, have led to a modification of these weights, but they afford a fairly just appreciation of the situation as it was, though I can hardly see upon what grounds Roseland should be in receipt of weight from Friar Marcus—I mean at the time the handicap was framed. If we look back to the running in the New Stakes, we find: Let Fly, 8st. 10lb.; Roseland, 9st. 3lb.; Redfern, 8st. 10lb.—first, second and third, won by a neck, a head between the second and third. This form was, so to speak, "checked" by the subsequent form shown by Let Fly and Redfern, and should, therefore, be fairly reliable. Accepting it as such, we get it that Roseland was capable of giving 7lb. and a head beating to Redfern. Call it 7lb., then turn to the Middle Park Plate, in which, at even weights, Friar Marcus beat Redfern by three parts of a length. If we are to go by the rule of thumb principle of handicapping, we cannot allow more than 2lb. for the beating, and on that basis we should arrive at the conclusion that Friar Marcus was 2lb. better than Redfern, and therefore, on the running in the New Stakes, about 5lb. worse than Roseland.

I think, however, that Friar Marcus did beat Redfern rather more easily than the verdict of three parts of a length would indicate. I do not think, however, we should be justified in assuming that he gave him a 7lb. beating, as Roseland undoubtedly did in the New Stakes; and on that account it seems not unreasonable to suppose that on that two year old form Roseland may have been certainly equal in merit to, probably a little better than, Friar Marcus. How they may stand as three year olds is another matter. A comparison of the respective pedigrees of the two colts suggests that of the two Friar Marcus should be the better stayer, but that remains to be seen, and is a point that may be settled in the Two Thousand Guineas.

Roseland, it may be added, ran his last race as a two year old in June, but after a long absence from the racecourse made a successful reappearance in the Bickerstaffe Stakes (a mile) at Liverpool the week before last. That race he won with consummate ease, but the form did not amount to much, and all that can be said is that Mr. Bassett's colt appears to have retained his action and his speed. The engagements made for Redfern in the name of the late Lord Cadogan having become void, we cannot look forward to what would have been an extremely interesting feature of this year's racing—a renewal of hostilities between himself and Colonel Hall Walker's colt, Let Fly. None the less, the three year old racing bids fair to be of no little interest. In it Roseland may play a prominent part.

His Majesty's colt, Friar Marcus, has wintered well, and has yet to know defeat. King Priam, a lengthy colt of fine scope, seems to have grown the right way; Pommern has lost none of his bloodlike quality; and there is Torloisk, whom I have not seen this year, but concerning whose progress varying rumours are in circulation. On their two year old form a matter of 5lb. or 6lb. would bring these together; not one of them could boast of pronounced superiority over the "next best," so that although we hope Friar Marcus will be able to assert himself, there is not as yet reason to look upon it as a foregone conclusion that he will do so. A further note may be made about the Free Handicap. In it Buskin was set to give 6lb. to Costello, but the result of the race in which Buskin (8st. 13lb.) won by a head from Costello (9st.) showed that at six furlongs there was little or nothing between them. Costello had, moreover, won a mile race, and it seemed to me that when he ran Patrick (receiving 7lb.) to a head in the Union Jack Stakes at Liverpool there was in him plenty of room for improvement. It is yet early days to be looking about for a Derby "outsider," but if all goes well with him, Costello might be worth considering from that point of view.

Now to deal briefly with the Bank Holiday racing of the week. For the Queen's Prize at Kempton Park there were sixteen runners. A lot of very moderate animals they were in "class"; but recent running seemed to draw attention to Boots (backed at 7 to 4). But the runner up in the Liverpool Spring Cup ran very disappointingly, eventually finishing fifth behind Frustration (20 to 1), Hey Diddle Diddle (20 to 1) and Don de Roca (8 to 1). The winner is a cast off from the Kingsclere stable, and was bought by his present owner, Mr. P. Broome, for 200 guineas at the Newmarket July Sales last year. A good bargain it has proved to be, for the value of the race he won on Monday afternoon was 1,000 sovs. He was bred by the Duke of Westminster, and is by St. Frusquin out of Princess Mary, a beautifully bred mare by Bend Or out of Saint Mary, by Hermit out of Adelaide, by Young Melbourne. Liverpool "form" received another check when the Molyneux Stakes winner, Lady Isabel (with odds of 11 to 4 laid on her), lost the Rendlesham Stakes by four lengths to Mercedes (receiving 4lb.), a filly by Cyclops Too (by Cyllene) out of Lawn Dance, by Common out of Zarabanda, by Saraband out of Anthem, by Hermit. This is a pedigree which will bear a good deal of examination, one, too, which suggests subsequent value as a brood mare; and of the filly herself it may be said that, though not very smoothly turned, she is a fine, resolute mover when fairly set going.

In the Easter Plate, Archiestown proved to be an efficient substitute for his stable companion, Roseland, and here comment on the racing at Kempton Park may be brought to a conclusion, except, perhaps, to note that Mr. Niguet, one of the Belgian owners now racing in England, came very near to having quite a pleasant afternoon, for he is the owner of Hey Diddle Diddle, only beaten by half a length for the Queen's Prize, and he did win the Rothschild Welter with Wallon, a colt by Winkfield's Pride out of Daylight, having for runner-up Sentiment, a beautifully bred but disappointing filly by Spearmint out of Flair. At Manchester the Lancashire Handicap Steeplechase was won by Vermouth (20 to 1), owned by Mr. P. Heybourn, and nicely handicapped at 10st. 7lb.

Last week's *Calendar* contains a notice that on April 28th Messrs. Tattersall will sell at Newmarket horses the property of the Duke of Portland, among them Tuxedo, Count William, Orangeman and four two year old geldings. On the same day will be sold without reserve the horses in training belonging to the late Lord Cadogan; among these is Redfern, a singularly honest and consistent performer, and quite one of the best of last year's two year olds.

TRENTON.

AGRICULTURAL NOTES

THE CULTIVATION OF SUGAR BEET.

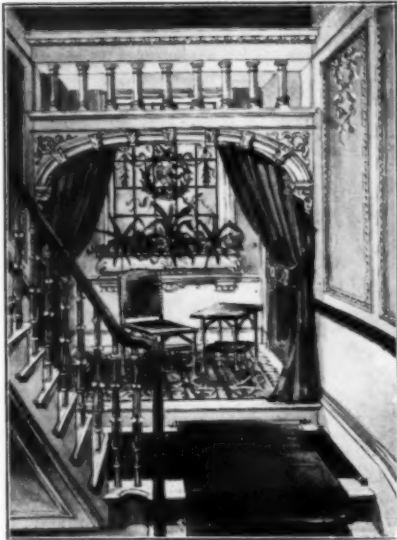
IT is to be hoped that the members of the Farmers' Club who listened to Mr. R. N. Dowling's lecture on the cultivation of sugar beet carried away an accurate memory of some, at least, of his facts and figures.

The advantages of cultivating beet are, in the first place, that the crop demands high manuring, and therefore is beneficial to the soil, especially as manuring has to be combined with a thorough cleanliness. No weeds may be permitted. The second point is that a better head of stock can be kept on sugar beet farms as compared with non-sugar beet farms. Mr. Dowling, who has been travelling over the beet growing parts of the Continent, says, "I have never yet visited a sugar beet farm where this was not the case." In order to bring out this he compares a farm of 1,235 acres in Germany and one of 625 acres with farms of the same class in England. In Germany the division of the soil was thus: 926 acres arable, 124 grass and 185 wood or poor grass. The arable was divided as follows: Wheat, 250 acres; sugar beet, 250; rye, 175; potatoes, 25; oats, 175; and fodder crops, 51. On the second farm 413 acres were arable and 212 acres grass, and the crops ran thus: wheat, 75 acres; rye, 75; sugar beet, 75; oats, 112; potatoes, 20; and fodder crops, 56. On the English farm, on the four-course system, a fourth is devoted to roots, a fourth to barley or oats, a fourth to seeds and a fourth to wheat. On the big German farm with its huge proportion of arable, 25 horses were kept, from 30 to 50 working oxen, 30 fattening beasts and stores, 400 ewes and offspring, 600 fattening sheep and 3,000 pigs. This does not look as though the cultivation of beet diminished the quantity of livestock. But the British farmer would have to face a great difficulty in the shape of providing increased labour.



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BUYING A DOG.

AMONG the many hundreds of letters that reach me in the course of a year, asking advice on all sorts of subjects, a considerable proportion is concerned with questions as to the most suitable variety that should be kept. Many people who want a dog as household companion have the most vague ideas, and they come to me to make up their minds for them. Really, it is very difficult to know how to reply in some cases, beyond enunciating pretty obvious general principles. If room is restricted, the choice is naturally limited to an Airedale downwards, but I frequently find that people with the shortest purses and the narrowest accommodation have tastes that impel them to the acquisition of a canine giant, rather than to the purchase of one that may be fed on household scraps, with a little addition in the way of biscuits. To keep a Great Dane, St. Bernard or Irish wolfhound in satisfactory condition, he should have from two to three pounds of meat a day. When one is running an exhibition kennel, with a reasonable prospect of clearing the puppies at fair prices, this does not matter so much, although in these matters the cost of maintenance and the selling price do not bear that relationship to one another that would be expected in any ordinary business concern. Retrievers and collies are not very expensive to feed, and among the larger and handsomer kinds I have been astonished to find how little a Pyrenean eats. One of the terriers or a Chow, to say nothing of the essentially small varieties classified as toys, will not add any appreciable difference to the housekeeping bills, the annual licence being the most considerable item.

As regards suitability of disposition, fidelity, sagacity and so on, I should say that the owner plays a more important part than the breed. While some are naturally more intelligent, more vivacious and readier to learn than others, as a general rule a dog is very much what his master or mistress makes him, and this is a reason in favour of a puppy. While it is true that one buys an adult with all his virtues, there is also the risk of taking over a whole hatful of faults and unruliness. If you have the knack you can mould a puppy into almost anything, the main thing being to make a constant companion of him. Once you have got his confidence and respect, you will find him ready and anxious to learn, and it will be a pleasure to him to have an encouraging word when he has done right. A whip had better not form part of your expenses. In most cases it is worse than useless. Consider the puppy that has been disobedient, failing to come to heel when called. If he is chastised on being caught, for long after he will associate punishment with the act of coming within range, and the chances are that he will be wilder than ever. Speak to him firmly, without signs of temper, and if he does wrong again, put him on a lead for a short time, and make a fuss of him. This sounds illogical, but you will see that it works in practice. Do not let him transgress one day without reproof and rate him the next. This will but add to his confusion, dimming his perception of your real wishes.

If one has a dog indoors, talking to him a good deal, it is astonishing how soon he falls into your ways, doing innumerable little things that are most interesting, and causing you to wonder if he is really endowed with powers of reflection. If you have fixed habits of any sort, as most of us have, he will take the time of day by them, and much will be his perplexity if you vary your way of living. My own dog counts the courses of dinner quite well, knowing that she is not allowed to rise until we have finished, but if the meal is prolonged she becomes impatient. Her customary procedure has been disturbed. After she has had her supper she lies in the hall until about half an hour before bedtime, when she knocks at the door for admission, lying with us for the remaining time. This is done as regularly as clockwork. When I am ready for retiring she marches into the hall, where she sleeps for the night. Sundays being well known to her, she shows no inclination for a walk as we are starting to church, but on other days the appearance of a hat brings an enquiring glance from her. If she wants to leave the room, she will knock on the door with her nose in a most emphatic manner. I do not know what pleasure it gives her, but she considers it a great privilege to accompany me into the study while I am working, lying perfectly contented for hours together. These are all little mannerisms that have been acquired in the course of time, making her to us all the more charming.

The selection of a dog needs a little careful thought beforehand. If you can visit a show, so much the better, for you can then tell which appeals most to your taste. Once having made up your mind, stick to it. If you visit the stores or any other emporium in which a number of dogs are displayed for sale,

I warrant that the first appealing rascal who puts out his paw, and beseeches you to relieve the tedium of confinement, will win your regard, and you will go home with something altogether different from what you had intended. In a few days, probably, you will be discontented with your bargain. Remember George Eliot's advice: "When I've made up my mind that I can't afford to buy a tempting dog, I take no notice of him, because if he took a strong fancy to me, and looked lovingly at me, the struggle between arithmetic and inclination might become unpleasantly severe. I pique myself on my wisdom there." One more cautionary word. All puppies are most delightful little morsels of caninity, desirable to a degree. Setting out to buy a fox-terrier you may come across a Chow, to which you succumb straight away. You must harden your heart if you are ever going to get what you want. Of course, if one has no decided opinion, it does not matter a bit. Take home the first one that you come across. Personally, I want to buy every puppy I see, and it is only with an effort that I can get myself away from temptation, thinking that, after all, the fellow will grow up, when he will not be the dog of my dreams.

A. CROXTON SMITH.

A GALLANT DEATH.

WE deeply regret to have to record the death of Rifleman Colin Chappell, younger son of Mr. George Chappell, General Manager of the Royal Insurance Company, Limited, who was killed in the trenches in Belgium on March 23rd.

Colin Chappell, who was in his twenty-seventh year, was educated at Merchant Taylors' School, and afterwards entered the office of Messrs. John H. Townley and Son, stockbrokers, of Liverpool, where his keen business insight and intelligent application had made him a trusted and valued helper. During the twelve months prior to the outbreak of war he had suffered from an unfortunate throat affection, which had necessitated surgical treatment, but in spite of this he determined to offer his services, and he eventually enlisted in the 6th Liverpool Regiment (The King's). He had previously held a commission in the 5th Battalion of the same regiment, and during the course of his training with the 6th was given an opportunity of again taking up his old work



RIFLEMAN COLIN CHAPPELL.

as an officer in his previous regiment; but he determined to remain in the ranks as giving him an earlier opportunity for service. He left with his regiment for the front on February 24th, and had on several occasions seen service in the trenches.

The information received as to the circumstances under which he met his death shows that at the moment when he was shot through the head by a sniper he was going to the assistance of a wounded comrade who had fallen in the trench, and it also states that only the day prior to his death he had performed an act of gallantry in assisting in the rescue of a wounded man of the Dorset Regiment who was lying in front of the trenches.

In addition to a letter from the Colonel of the regiment, Mr. Chappell has received a letter of regret and an expression of their high regard for the sterling worth of his son from twenty-two of his comrades who served with him in the ranks. The flags of the Liverpool Stock Exchange and of the Liverpool insurance offices were flying at half-mast on Monday, the 29th ult., as a mark of respect.



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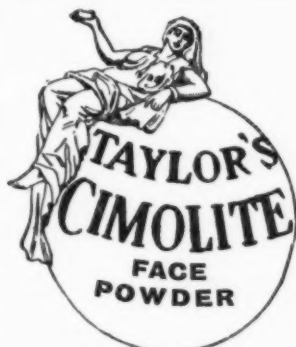
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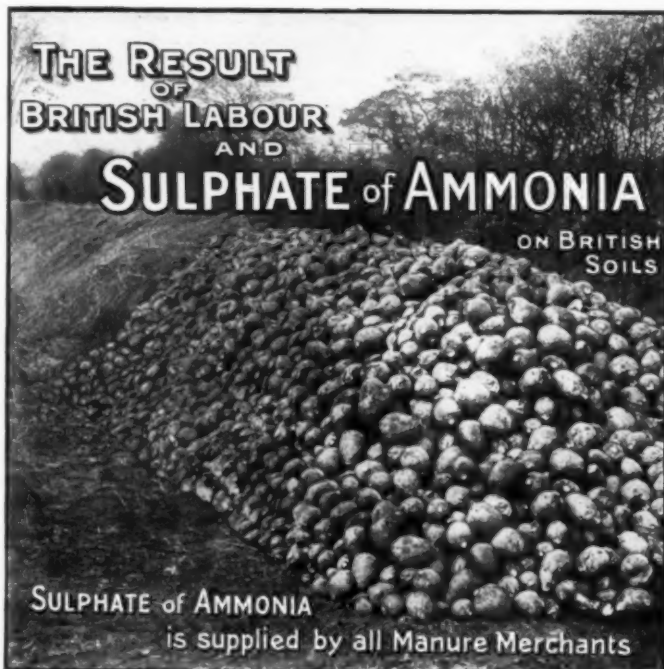
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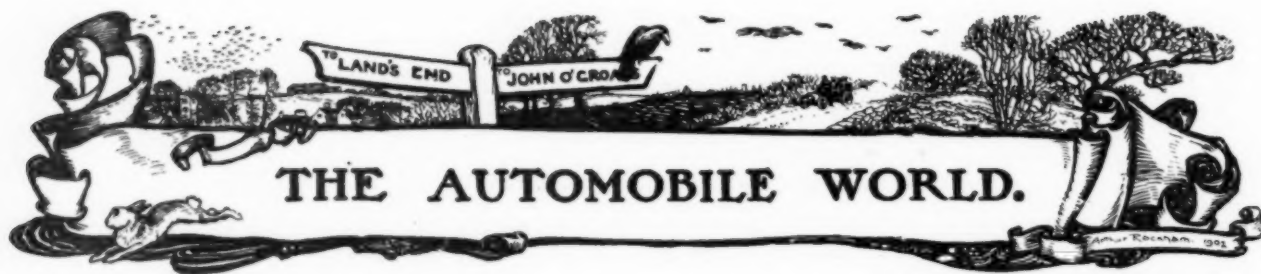
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THE HALF-WATT LAMP AND ACCUMULATOR LIGHTING.

IN these days when all activity in the motor world is centred on transport wagons, armoured cars, motor ambulances, etc., new inventions, when not especially concerned with this particular business, are apt to be overlooked, and may not receive so much attention as they deserve. The introduction of the "half-watt" electric lamp bulb seems to be a case in point; its advent appears to mark another period of real advance in car lighting. As its name implies, this new lamp consumes only half a watt per candle-power compared with one watt per candle-power taken by the usual metallic filament lamp and four watts per candle-power of the older carbon filament lamp. It is possible, therefore, to obtain practically double the amount of light from existing installations or materially to reduce the size, and therefore the expense, of new electric lighting outfits. But the advantage of the new lamps does not end here. The ordinary metallic filament lamp consists of a length of fine drawn wire placed in a vacuum as nearly absolute as possible. The resistance which this fine wire offers to the current causes it to be heated up to the point where it becomes incandescent, and if it were not for the vacuum the metal wire would quickly burn away. A certain amount of this action is going on all the time in ordinary lamps, its rapidity depending on the degree of vacuum attained in the bulb. This causes a weakening of the filament and its eventual destruction.

The half-watt lamp, on the other hand, in place of using a vacuum is filled with nitrogen gas, which, being an inert substance, will not assist combustion. The presence of this gas in the bulb has the effect of, as it were, holding together the material of the filament and preventing its dissipation in the form of vapour, which in the ordinary lamp is subsequently deposited as a black coating on the interior of the bulb. A higher temperature can therefore be employed, whence the greater efficiency, and the filament should last longer. Besides the foregoing, the filament itself is wound in very close convolutions, the completed article having the appearance of a very small spiral spring bent into horseshoe shape, and this can be made to approximate closely to the "point of light" which is so desirable for use with a parabolic reflector. It also has great mechanical strength to resist vibration. Apart from its uses in connection with dynamo lighting installations, the half-watt lamp seems to open up new possibilities in car lighting from accumulators. There are many cases of motorists whose limited amount of night driving does not warrant the expense of a complete dynamo installation, but who would be only too glad to avail themselves of the many advantages of electric lighting if it could be obtained by means of an accumulator. The half-watt lamp, on account of its small demand for current, helps very materially in this problem.

With a view to finding out the practical possibilities of this form of lighting we lately made some experiments. The half-watt lamp bulbs used were Messrs. Vandervell's No. 50 (six volt), and rated at 22 candle-power each. These were inserted in a pair of Messrs. Lodge's side lamps, which are made principally on the lens mirror design, and did not therefore favour the bulbs,

these being intended for use with parabolic reflectors. The Lodge side lamps have a front glass about 6½ in. in diameter. Current was supplied by an Alldum alkaline battery consisting of five cells rated at thirty ampere hours. This is, of course, a small battery for lighting purposes, and was only used as an experiment. It is contained in a space of about 13 in. by 6 in., and its weight is about 27 lb.

When the lamps were switched on the voltage at the battery terminals was 6·1, and the current taken was 3·6 amperes. This is equal to 22 watts, giving a consumption of just half a watt per candle-power, assuming the rated candle-power of the lamps to be correct. In quality the light is of a peculiar intense brilliancy, very similar in appearance to the light of an ordinary lamp run at much above its proper voltage, but with the difference that the half-watt lamp is burning under the normal conditions for which it was intended. The quantity of light given by these two side lamps, each with a 22 candle-power bulb, seemed to be amply sufficient for all ordinary requirements when driving at a fair speed. Now that very powerful headlights are forbidden in so many places, a pair of moderately powerful sidelights of this description would seem to be very useful, and can be employed on cars not fitted with a dynamo installation. From tests previously carried out with the battery mentioned I find that a section of even of the small size referred to would keep these lamps going without serious fall in the voltage for about seven hours on one charge. With this alkaline type of battery, moreover, no permanent harm is done by discharging it right out.

RECENT DEVELOPMENTS OF THE MOTOR-CYCLE.

THERE are a great number of motorists who either have had their motors requisitioned, or through other reasons connected with the war find themselves without a car, and do not contemplate purchasing another for the present. As the development of the motor-cycle and side-car combination has

reached a luxurious stage, from the point of view both of mechanical efficiency and of comfort, a brief review of the trend of design may be of some interest. Anyone who has not had actual experience of the modern side-car cannot in any way fully appreciate the comfortable, and at the same time sporting, nature of this form of motoring.

There is a large market

from which to select, and there are machines to please practically everyone. There are single-cylinder, twin-cylinder and four-cylinder mounts. In the twin-cylinder class will be found a splendid example of the two-stroke principle in the Scott machine, of which more will be said later.

Electric lighting and starting equipments, even on cars, are far from general; but when a motor-cycle is fitted with such a system, it must truly be considered as a special refinement. This will be found, however, on the 1915 special motor-cycle made by the Hendee Manufacturing Company, the makers of the well known Indian machines. The Hendee is well sprung at the rear by the use of long, laminated springs, and taking



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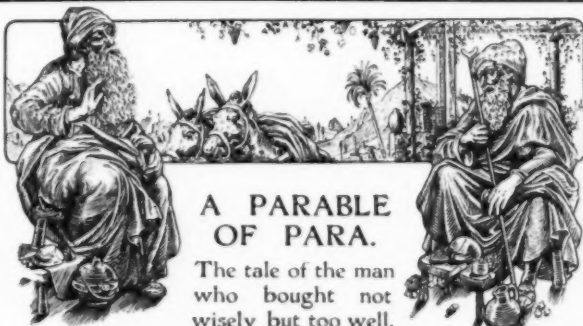
Reference No. 238.

The original of above letter, which is from a private owner, may be seen by anyone interested.

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A PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

CHAPTER THE FOURTH.

AND they came to a house of rest and ordered wine. And he who had bought wisely spake thus: "In the beginning there was no shoe. And then there arose a wise man who bethought him of a shoe, and another there arose, far-seeing, who pictured all that it might mean. And after much labour and sore travail, the world saw that it was good. And the shoe spread till all the world made service of it, and many were the imitations of the shoe that arose, saying: 'We also are as this shoe, and even finer than this shoe.' So it has come to pass that he who would know the shoe he should buy is sore puzzled, for of the makers of shoes, one pulleth him this way and another pulleth him that way, till he knoweth not what he shall do. But I have travelled far and wide, and many are the shoes I have used, yet this is the shoe of all shoes that liketh me most. And now, friend, we will eat, and then will I proceed with the tale of the shoe." *(To be continued.)*

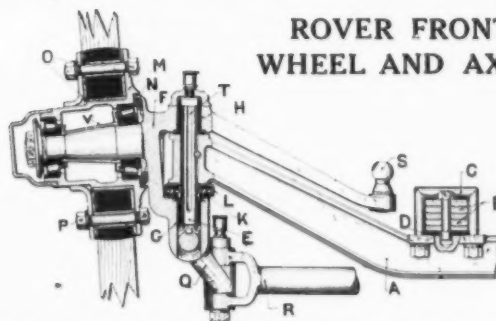
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The illustration above shows a strong H section front Axle "A" with the spring "B" clamped to the axle by two spring clips "C," "D" being a leather packing washer. As the ball-ended pin "S" on the steering-arm is placed on top, it is impossible for the steering connecting tube to fall off should it become slack or worn. It will be seen that the weight of the car is taken on the ball-thrust bearing "K," which is covered by a dust cap "L."

The swivel pin "E," of high tensile steel, is made with a lubricating groove "T" right to the bottom, so ensuring most thorough lubrication.

It will be noticed that the wheel runs on Timken Roller Bearings, which are constructed to take both load and thrust, so that the enormous side pressure put on the wheels when turning corners at high speed is amply provided for. There is also a felt washer "N," on the inside to prevent the escape of any lubricant. In case of any play developing in the bearings, an adjustment may be effected by removing and shortening the distance piece "V," this, however, is a delicate operation, and should only be attempted by a competent mechanic.

To render it impossible for the wheel to rust, all the holes for the bolts, and the inside of the wheel where it fits on the hub are lined with brass bushes "O," the nuts "P" being also made of special brass.

The Rover Company Ltd., Meteor Works, Coventry

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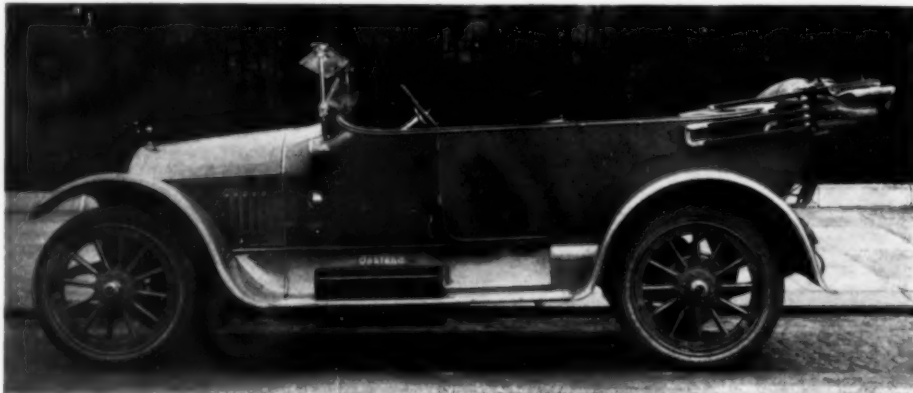
this in conjunction with an excellently sprung saddle, the rider is thoroughly insulated from all manner of road shocks. Chain drive is used throughout, and as the clutch has a large contact area, and is of special construction and works in combination with a wonderfully smooth running engine, there is, of course, no trace of harshness in the drive. The engine is of 7 h.p., and the smooth and quiet running at all speeds is known to those who have had the pleasure of riding this machine. The side car fitted provides for the utmost comfort, and the combination from every point of view forms an ideal example of a modern side car.

Water cooling on motor-cycles has not, up to the present, received a great amount of attention. Therefore, the latest production of Messrs. Humber, Limited, is worthy of note. The engine is rated at 6 h.p. and has two cylinders horizontally opposed to one another. This arrangement of the cylinders conduces to the elimination of engine vibration, and results in wonderfully smooth running. Water cooling—although somewhat increasing the weight of the machine, and regarded by some riders merely as an added complication—undoubtedly scores when a really long climb is attempted and the use of the low gear is enforced. With a machine of this description it is possible to throttle down to a speed as low as ten miles per hour on the top gear, without any signs of convulsive jerks. One of the great features of a motor such as this is the amount of reserve power which is always available, and is so often wanting in some motor-cycles at a moment when it would be found most useful.

While on the subject of water cooled machines, a well deserved mention should be made of the twin-cylinder two-stroke Scott. This motor stands alone in the high powered two-stroke world, and its reliability requires no further testimony than may be gathered from the fact that a maxim gun section consisting solely of Scott machines is to be formed. The engine—as has been said—is of the two-stroke type, and has two cylinders arranged side by side across the machine. An open frame is used, and the whole design is quite distinctive in practically all its features. Any motorist who has the least qualms about motor cycling through fear of that spectre, vibration, will find an ideal mount in the Scott. The engine will run quite slowly, and the acceleration and hill climbing power are remarkable. The two-stroke engine is looked upon by many as a mysterious piece of mechanism, and at the same time has a common reputation for being very extravagant in fuel consumption. Developments have, however, gone on rapidly with this

drive to the back wheel is by shaft, which being entirely enclosed is quite protected from mud and grit. The whole unit is after the manner of car practice, as the clutch is situated in the fly-wheel, the gear box being between the clutch and the back wheel. These engines are now fitted with mechanical valves, this practice being a great advance on the automatic valves previously employed.

Another well known four-cylinder motor-cycle hails from



THE 15—20 H.P. OAKLAND.

Fitted with Delco electric starting, lighting and ignition gear.

America, and is known as the Henderson. The engine is air cooled, with the cylinders arranged in the same manner as on the F.N. machine. The final drive on the Henderson is by chain, which is particularly in favour with American motor-cycle manufacturers.

The combinations of which mention has been made are of the multi-cylinder type, but some of the finest modern practice is incorporated in certain single-cylinder machines. Perhaps one of the best examples of the single cylinder side car machine, from the point of view both of finish and of design, is the latest model of the Triumph. A great departure has been made in the fitting of a countershaft gear in place of the hub gear formerly standardised. The transmission is by chain from the engine to the countershaft, the final drive being by belt. This method of composite drive is becoming more popular every year, and is highly satisfactory, as may be gathered from its adoption on the Triumph machines. The engine is of 4 h.p., and is quite capable of taking the side car and passenger anywhere.

It may be wondered why it is necessary to have an engine of greater capacity if 4 h.p. are capable of doing all the work that is required. It is simply a question of pleasing everybody, as it is well known that what is one man's meat is another man's poison. With a high powered engine there is always a certain amount of reserve power in hand, while the engine of smaller capacity may be able to accomplish the work, but in so doing is going very nearly to the extreme limit of its power. The single cylinder side car combination is extremely popular, and appeals to a good many riders from the point of view of simplicity.

The above will give an idea of what is to be had in the way of side car combinations, and any motorist, no matter whether his first consideration is purely speed, or whether he desires the utmost comfort and luxury, can find an outfit to come very close to his ideals. Quite a considerable amount of luggage can be carried on any such combination as has been described, and there is little doubt that, owing to the lack of railway facilities and the fact that a great number of motorists are without cars, the motor cycle and side car will this year be more in evidence than ever before.

A POPULAR AMERICAN CAR.

THE 16—20 h.p. Oakland illustrated herewith is the model on which the Oakland Motor-Car Company is now mainly specialising. It is fitted, as are all this firm's cars, with the well known Delco self-starting, lighting and ignition system as part of its standard equipment. One of the most interesting features of this device, which has proved its trustworthiness in a vast number of machines, is the automatic spark control, which varies the moment of ignition in accordance with the engine speed and the load at the moment. Another point of interest in the Oakland is the ease with which the cylinders can be cleaned, the firm undertaking to remove all carbon deposit within half an hour, while the average owner-driver can perform the work in an hour.

ITEM.

The facility with which tires can be attached to or removed from the rims of Oakland wheels is also an attractive feature, while the fitting of an engine driven tire pump also tends to diminish trouble and delay from punctures and bursts. The fuel supply system is sure to result in great economy and efficiency, and tests made with the 15—20 h.p. model have given results of thirty miles to the gallon, which means a very low fuel bill for a car of this size.



NAPIER INSTRUMENT BOARD AND CONTROLS.

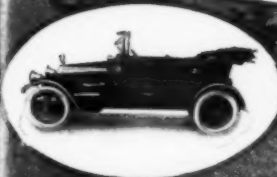
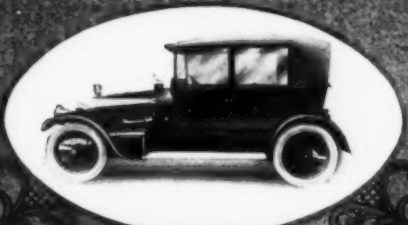
The neat arrangement of all instruments within sight and easy reach of the driver is a feature of the latest 16—22 h.p. Napiers.

type of motor, and there is now little to choose between the four-stroke and the two-stroke on the score of consumption, while in such matters as construction and working it is decidedly more simple than the four-stroke.

A four-cylinder engine forms a more ideal power unit than the "single" or "twin," owing to the even torque given. The best known example of the four-cylinder motor cycle is the F.N. The engine is air cooled, the cylinders being arranged one behind the other after the manner of a car engine. The

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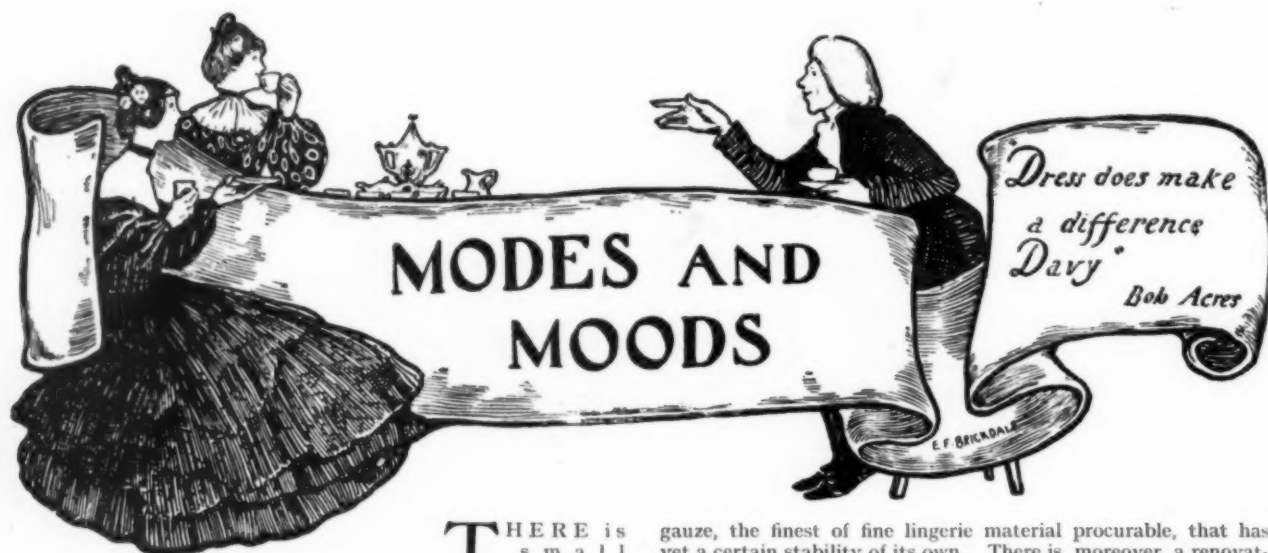
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THERE is a small chance of anybody's brains growing rusty in these days, not even those of us who have, so to say, to sit at home and wait the big issues at stake. The very slightest thing nowadays suffices to provoke argument—heated argument—very frequently, too frequently, indeed, finding vent in a letter to the papers. It is verily in the air is this spirit of controversy, and is really terribly catching. I myself have been tempted to rush into print over the futile wrangle that continues to drag out a feeble existence anent the new fashions—the crusade, forsooth, feverishly suggested by one of my *confrères*, that women should band together and refuse to be dictated to by the great artists who rule our dress destinies; it will be amazingly interesting to watch how far that progresses. Then, another clique who have consorted together, under a somewhat grandiose title, are preparing to expound to us what artistic dressing really means, and are talking big about the study of individuality, positively as though such a thing had never been heard of before.

Now, my own personal opinion—and as the discussion of dress in its every aspect happens to be my selected *role* in life, I naturally do not touch the subject lightly—is that these protesters, would-be reformers, or whatever you like to call them, have their own particular remunerative little axe to grind, and under the cloak of patriotism are seizing this, to them, propitious moment to try and haul down edifices devoted to the cult of clothes, which, in its way, is as great as any of the other Arts, spelt with a capital "A." These establishments have, and are still, thanks to the kind fates, giving employment, and congenial employment, to that large surplus of women whom statistics place at four times that of the other sex. Where, in the name of wonder, would this source of labour go if we took to the cast-iron type of clothes, all of the same uninteresting pattern, warranted to wear for ever, which is only a slightly exaggerated reading of the suggestions offered to "down" dainty, capricious La Mode once and for all? And would the world be any happier for the feat? I can answer for it—it would be dull to deadliness, and that, if history goes for anything, is the one unforgivable sin.

I come to "Modes and Moods" this week fresh from one of our most sought after couturière establishments, one whose services are sought by the highest in the land, and although every model revealed was of infinite distinction, there was not one that could have called forth adverse criticism on the score of extravagant appearance. They were all extraordinarily simple. There was, for example, a charming suit comprising a skirt of black taffetas and short coat of putty coloured cloth. The taffetas was exceedingly souple—the only quality, in fact, now recognised—which is necessarily of pure silk, not the spurious or loaded sort.

The skirt of this was gathered on to a yoke, cut into sharp points, and merely hemmed at the bottom; and the coat was a veritable little gem that just defined the figure, the basque being cut to fall into slight godets, while the front closed to the throat to meet a high up-and-down collar, beneath which was passed a black silk cravat, that finished in front with a great outspreading bow. The edges of the coat, by the way, were narrowly bound with military braid in tone, and there was worn a small oblong black picot hat, trimmed with a close, flat wreath of putty coloured roses.

Another neat little navy suit boasted quite a new skirt, that appeared to me more or less moulded to the hips, and merely gored to godet just below the knees, but so moderately that, at a rough guess, I should say 3yds. was the circumference or thereabouts. Anyway, that was the impression it gave one, and the fact speaks for itself as to the wholly reasonable appearance.

Similarly with the quiet little house dress of very fine navy serge illustrated, trimmed with graduated bands, and having sleeves and waistband of black taffetas. The simple guimpe filling up the square hiatus and the high collar are of organdie

gauze, the finest of fine lingerie material procurable, that has yet a certain stability of its own. There is, moreover, a renovating suggestion in this scheme. An existing possession in the guise of a black satin or taffetas dress, that is essentially of last year's modelling, could have the skirt cut up to fashion the bands, while the black sleeves would save at least three-quarters of a yard of new material, and possibly more, as the serge bodice is such a very slight affair.

L. M. M.



A SIMPLE HOUSE DRESS.

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ENTHUSIASTIC FRIEND : "No. Unfortunately I cannot do that as easily as you, but I am going to make a bare-faced attempt to join the National Guard."

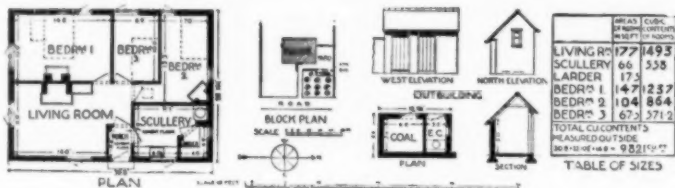
JOHN WALKER & SONS, LTD., SCOTCH WHISKY DISTILLERS, KILMARNOCK.

THE COTTAGE COMMITTEE'S REPORT

WE have twice referred to the Report of the Advisory Committee on Rural Cottages appointed by the Board of Agriculture, but it is so full of meat that no apology is necessary for returning to the subject. We need not discuss the designs of the pairs of cottages illustrated in the Report, because out of the thirteen types shown, ten were prize designs in the COUNTRY LIFE National Competition, and they were criticised at length in these pages during the summer of last year. The principal designs in the Report that are fresh matter are for single cottages and for blocks of four. It would appear that the Committee does not believe in the single cottage, for only two two-storey types and two bungalow types are illustrated. They must necessarily be more costly per cubic foot than the same, or a similar, design carried out as a pair. We now reproduce plans and a perspective sketch of one of the bungalows. The disposition of the rooms is skilfully done, but it is inevitable in this least expensive form of one-storey dwelling that the bedrooms should open from the living-room. This helps to keep the bedrooms warm in winter, but by the same token militates against satisfactory ventilation. The excessive number of doors to the living-room makes for discomfort unless the plan is very well thought out. If a passage be provided to get over this difficulty, it adds considerably to the cost. The question as to whether a bungalow or a two-storey cottage will prove the cheaper in any given situation almost entirely depends on the materials available. A bungalow demands a much larger concrete bed for the area enclosed by the walls, and the roof is of necessity considerably bigger. If gravel, Portland cement and tiles are cheap in a district, a bungalow may not cost more for every available square foot of floor space than a two-storey cottage; but if these materials have to be brought any distance, it is likely to be more expensive. There is also to be remembered the prejudice of many cottagers against sleeping in a ground floor room. This, however, has been found to disappear after people have lived in a bungalow for some time.

The building of cottages in blocks of four carries with it the advantage of a substantial economy in first cost, and, as the Report points out, "the extra length of such a group helps it to carry the additional height necessary to secure an unbroken eaves line." The plan and photograph now reproduced show a

simple and straightforward block of cottages which has been built at Earswick, York. The plan is quite normal, allowing living-room and scullery on the ground floor and three bedrooms upstairs. Two cottages have their front doors adjoining in the middle of the block, and the outer two are entered from the ends. In blocks of four there is a certain difficulty in approaching the back gardens of the middle two without crossing the



A BUNGALOW.

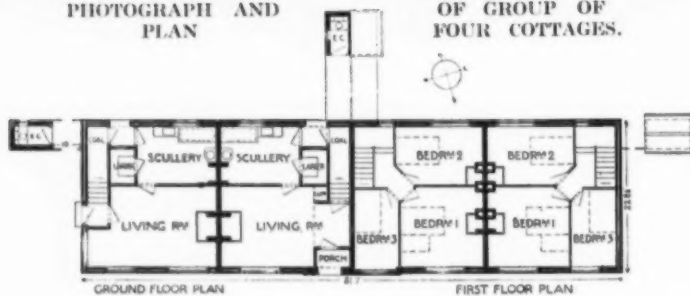
gardens of the outer two. This can be obviated by providing a passage from back to front in the middle of the block; but this is only necessary in practice in a large village or a suburban area.

On page 60 of the Report is a very useful sheet of drawings showing ten alternative elevations in respect of one plan, varied to suit different materials and roof treatments. One, for example, is adapted to stone walls and slate roofs without dormers; another to stone walls and tile roofs with flat topped dormers; another to brick walls with mansard tile roofs; another to brick walls with tile roofs and hipped dormers; and so on. These alternatives help to emphasise the point which has always been so urgently pressed in COUNTRY LIFE, namely, that when once a good plan has been adopted, the elevations of the cottage must be developed to suit the local traditions of building.

At the end of the Report two pages are devoted to typical schemes of site planning. It is of little use to secure satisfactory designs for individual buildings if they are thrown down on the site without regard to existing features, or, in the case of several cottages, to their relationship as a group. It is important that care should be taken in this direction, not only for aesthetic, but especially for practical reasons. The provision of water, drainage, access roads, paths and the utilisation for building of sites where a good foundation can be obtained without undue expense, are all governing factors. The use of existing road frontages is another matter which may easily make or mar the financial aspects of even a small scheme. We now reproduce a site plan from the Report showing a suggested arrangement for six little blocks of cottages. Where the building plots are shallow, they are arranged parallel with the road; where they are deep, the form of a hollow square with footpath access has much to recommend it. Typical groupings of this kind apply especially, of course, to village extensions, but it may often be desirable on practical grounds to build some way out of the village rather than close to existing dwellings. In this connection, it is worth while to give a practical



PHOTOGRAPH AND PLAN OF GROUP OF FOUR COTTAGES.



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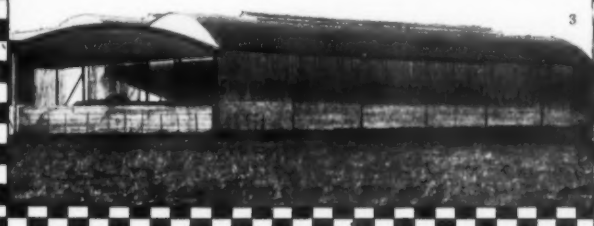
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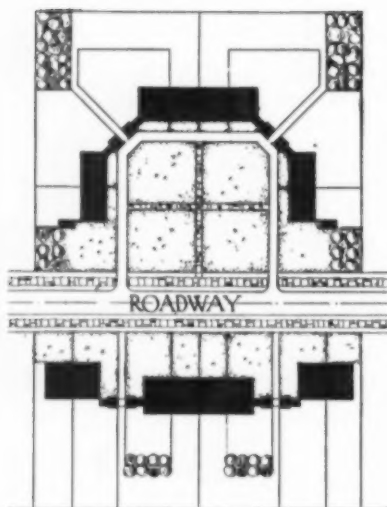
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SITE PLANNING.

the station and the social advantage of having more immediate neighbours did not count when compared with the practical convenience of being only a minute's walk from their allotments. A point like this would not occur to everybody. It goes to show that however admirable may be the plans which are issued by such a Committee as this, and however well considered their recommendations, each rural housing project, however small, presents problems of its own. These can only be solved in the best way by local knowledge and common sense, supported by skilled professional assistance. We hope the Report will be carefully studied, not only by individual landowners, but by the smaller local authorities who are building two cottages here and half a dozen there. At present they rely generally for their designs on the skill of their general surveyor. This officer has to be an expert in water supply, drainage, in the maintenance of roads, in the interpretation of by-laws, and what not. It is unreasonable to expect that he will be a competent cottage planner, or that he will have the skill to put the best of plans into the most artistic shape. To such officials, the Report plans, which can also be obtained as working drawings on a large scale, will be of the utmost value. The Report can be obtained direct from the Government publishers, Messrs. Wyman, Fetter Lane, E.C., or through any bookseller, price 1s. 6d., and the large plans are 1s. each.

SHOOTING NOTES.

REPORT OF THE EAST ANGLIAN GAME PROTECTION SOCIETY.

THE annual report of the above society, instituted in the interests of purer sport, has just been issued, though its compiler deems it right to open with something like an apology for its publication at this moment, when all attention is engrossed by the war. It is the nineteenth report in the society's history, and is a record of good work done. One or two points may be noticed. Among the objects of the society's activities is the prevention, as far as possible, of the illicit sale of game eggs to France. There have not been so many prosecutions as usual under this head, but, on the other hand, it is stated that the practice has increased rather than decreased during the year under the report's consideration. No doubt, the war will have its temporary effect on this trade, probably to the extent of putting a total stop to it, just as it must to the importation of Hungarian partridges or their eggs. It is pointed out that those game farmers in the Eastern Counties who work with the society are turning out just half their usual number of pheasant's eggs this year; and even these are being sold at a reduced price. An account too long for us to follow is given in the report of the exact legal position of the rabbit under the various Acts dealing with game and with shooting. There is some curious discrepancy between his rights and privileges as a protected animal under the different provisions. A point of some importance to shooters was raised by the society during the year, and submitted to counsel's opinion. It is the question of a man who has killed a game bird on his own ground, but which bird has fallen dead on his neighbour's ground—across the boundary. There appears to be a general but an erroneous idea that the shooter is justified in retrieving his game,

example taken from one of the Home Counties. The local council decided to build twelve cottages, and had fixed on a site in the village near the railway station. Prospective tenants, however, were very urgent that another site more than half a mile from the station should be chosen, because it overlooked the allotments. In this case the people best qualified to judge insisted that the practical advantage of being close to

and in crossing the boundary and going on his neighbour's land for the purpose. The real state of the law seems to be this, that there is no legal right to follow wounded game or to retrieve dead game. In the former case an action would directly lie under the Game Laws, for it would be a case of trespass "in pursuit" of game. In the latter case, where the quarry is dead, there would be no question of "pursuit," but a writ for damages, if they could be proved, might be taken out, as for a civil trespass. Probably it would be hard to prove damages, and certainly none but a very cantankerous neighbour would be likely to bring such an action, but there would doubtless be some costs to pay and some trouble incurred. It is as well that the shooter should know distinctly that he has no right in law to follow game, either dead or wounded, across his own boundary.

In one or two former years the report of the society has mentioned the great bustards which Mr. Eldred is keeping and trying to breed from at Cottishall. There is only disappointment to record, as no eggs were laid last year, but Mr. Eldred is in hopes of better luck in the present spring, seeing that the birds are looking remarkably well and in excellent plumage.

From the Editor's Bookshelf.

The Keeper of the Door, by Ethel M. Dell. (Fisher Unwin.)

HERE we have a difficult psychological problem, solved in a rather unconvincing way, even though the answer may very well be true. Does love, the supreme power in life, give the supreme power of taking life? The girl heroine, watching the tortured spirit of her friend in the first grip of hereditary mania, is moved to open "the door" for her release, by the help of a dose of "pain killer," which she finds conveniently at hand. An attack of brain fever confuses her memory, and she is persuaded by the villain of the piece, an opium-eating Don Juan, that the deed has been really done by her lover, a young medical genius. She thereupon casts him off, so harshly does she judge him, though she consents to sacrifice herself to Don Juan rather than have him exposed. Happily, Don Juan's fate is settled by a bomb, and she betrays herself to the doctor's brother, a gay subaltern; but finally she learns the truth without any misgiving, because her love had given her the authority needful, and she and the doctor are reunited. All this, which runs into some 600 pages, would be more like real life if we could see any reaction in the minds of the actors to the drama they are playing in; but it seems to be somehow rather beyond their reach. In fact, it is all rather like the pantomime of our youth, when we realised with regret that all the delightfully amusing and wicked and attractive people who had such thrilling adventures were just make-believe, and only waiting for the fall of the curtain to become quite ordinary mortals. The story, however, goes briskly along, and holds the attention. It will be enjoyed by a large circle.

The Creeping Tides, by Kate Jordan. (Stanley Paul.)

It is not always safe to recommend a love story, but we have no qualms about *The Creeping Tides*, which is charmingly told, absolutely free from bathos and with a strong dramatic interest. The scene is laid in a district of old New York that we did not imagine existed, and that made us, for the first time in our lives, feel drawn towards the city of sky-scrapers. Here in a tenement house John Cross, ex-officer of the British Army and doer of heroic deeds during the American War in the Philippines, meets Fanny Barrett, who had been the unwitting passer of counterfeit greenbacks, and had suffered the consequences of public disapproval as expressed in a long term of imprisonment. John Cross was hiding from the disgrace of a youthful cowardice which had wrecked his career in India. Fanny had escaped from prison eighteen months before her time was served. So the situation was fraught with possibilities. Indeed, less cleverly and sympathetically told, their adventurous courtship might have degenerated into melodrama. But it does not. The minor characters also are well depicted. One feels every one of them is an essential part of a sincere and attractive story, and one's attention and sympathy are held from the first page to the last.

BOOKS RECEIVED.

NOVELS.

Marjory Mallory, by Ivan Hodgkinson. (T. Fisher Unwin, 6s.)
Where There Are Women, by Marguerite and Armiger Barclay. (T. Fisher Unwin, 6s.)
The House of the Foxes, by Kathleen Tynan. (T. Fisher Unwin, 6s.)
Sweet Herbs and Bitter, by Morley Roberts. (Eveling Nash, 6s.)
The Splendid Blackguard, by Roger Pocock. (J. Murray, 6s.)
To Arms: A Novel, by W. H. Williamson. (T. Werner Laurie, 6s.)

BIOGRAPHY.


Samuel Butler, by Gilbert Cannan. (Martin Secker, 7s. 6d. net.)
Life of General Joffre, by Alexander Kahn. (Heinemann, 1s. net.)

GARDENING.

The Book of Hardy Flowers, by H. H. Thomas. (Cassell, 12s. 6d. net.)
Every Woman's Flower Garden, by Mary Hampden. (H. Jenkins, 5s.)
The Potamogetons (Pond Weeds) of the British Isles, by Alfred Fryer, Robert Morgan, A. H. Evans and Arthur Bennett. (L. Reeve and Co., £5 5s.)

MISCELLANEOUS.

In Hoc Vince: Story of a Red Cross Flag, by Florence L. Barclay. (Putnam.)
When Blood Is Their Argument, by Ford Madox Hueffer. (Hodder and Stoughton, 2s. 6d.)
Text Book of Navigation and Nautical Astronomy, by Captain A. P. W. Williamson, F.R.G.S. (John Hogg, 7s. 6d. net.)
The British Soldier: His Courage and Humour, by the Rev. E. J. Hardy, M.A. (Fisher Unwin, 3s. 6d. net.)
Aircraft in the Great War, by C. Grahame-White and Harry Harper. (Fisher Unwin, 7s. 6d. net.)
The System of National Finance, by E. Hilton Young, M.P. (Smith, Elder, 7s. 6d. net.)



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RACING NOTES.

IF we refer to last year's Free Handicap for two year olds, we shall there find that Colonel W. Hall Walker's colt Let Fly was considered to be better than Sunfire by a matter of 3lb. In the Greenham Stakes last week they met at even weights, with the result that after a prolonged and well contested finish—they had been racing side by side for the last two furlongs—the judge was unable to make a decision in favour of either. While on the subject it may be noted that the two colts were respectively ridden by the brothers W. and E. Huxley, and that, although ridden out, neither colt was punished with whip or spur. Both colts are engaged in the Two Thousand Guineas and the Derby, but Let Fly alone has been nominated for the St. Leger, the inference being, perhaps, that stamina was not expected to be Sunfire's strong point. Be that as it may, he ran his race—a mile—out stoutly enough at Newbury last week, and it would be interesting to know whether we are to accept that running as indicating that if the Free Handicap referred to above is to be relied upon as showing how the two colts stood last year in point of merit, Sunfire has now made 3lb. more relative improvement than Let Fly, or whether it was merely superiority in condition which enabled him to run a dead heat with Colonel Hall Walker's colt in the Greenham Stakes. It is to this notion that I myself incline, the more so that Colonel Hall Walker himself said before the race that his colt was well but perhaps a trifle above himself, also because, as the race was run, Sunfire did apparently stay just a shade the better of the two. I should rather say perhaps that, having once obtained a slight advantage, Let Fly was unable to hold it, though even so, had he not hung a little to the right, it is probable that he would have won the race by the shortest of short heads. Supposing, however, the two colts to be now in effect of equal merit, or very nearly so, there is at once a suggestion of added interest in the Two Thousand Guineas and the Derby. Last year it was proved beyond the possibility of a doubt that there was very little difference in merit between Redfern and Let Fly; then, in the Middle Park Plate, Friar Marcus only beat Redfern by three parts of a length—a trifle cleverly perhaps—but for the moment let us stick to the book. According to that, Friar Marcus is three parts of a length better than Redfern, therefore not more than that—say 2lb.—in front of Let Fly. The Newbury running makes Let Fly and Sunfire equal, so that very little luck in running would suffice to turn the scales in favour of any one of the three, and, although it may be said that there is an apparent margin of safety for Friar Marcus, that margin is so slight that, if it is to be sufficient, Fortune will have to declare herself on his side. This argument is based purely and simply "on the book," and may, perhaps, be torn to ribbons by Friar Marcus himself, for, as I have said, the three-quarters of a length by which he beat Redfern in the Middle Park Plate may have been easily gained, and, moreover, if rumour be true, he has made at least as much improvement as any of his rivals during the winter months. It may, however, be well to bear in mind that Sunfire and Let Fly are not the only rivals from whom danger is to be feared, such as Pommern, Torloisk and King Priam, and perhaps Manxman, being at all events entitled to consideration; King Priam, by the way, is not engaged in either the Two Thousand Guineas or the St. Leger Stakes. Be these suggestions as they may, there is, at all events, reason to think that the classic racing of the season will be of exceptional interest, and in the issue Friar Marcus may come out best, for, if the apparent margin in his favour be slight, it is, nevertheless, there; and it may also be said of him that he looks like a Derby colt and has yet to know defeat.

Referring once more to the running in the Greenham Stakes, it seems, I think, to demonstrate that neither Volta nor Costello can be looked upon as more than sprinters when running in really good company, and that, be his fate what it may, Let Fly is a singularly honest and courageous colt. His racing career has, indeed, been one of continual effort. His three desperate battles with Redfern last year, resulting in victories gained once by a neck, once by a short head and once in defeat by a neck, lent interest to the two year old racing of the season; and to these strongly disputed contests a dead heat with Sunfire must now be added—a strenuous career indeed.

Interest in the racing at Newbury was by no means confined to the Greenham Stakes, for, apart from the appearance of several promising two year olds—to whom reference will presently be made—the Newbury Spring Cup (a mile) was included in the programme arranged for the second day of the meeting. In this race several of the horses who had taken part in that for the Lincolnshire Handicap were again competing, among them Lord Rosebery's Wrack, beaten at the end of the first half mile at Lincoln when ridden by Donoghue. For the race at Lincoln, Wrack's starting price was 3 to 1, at Newbury on Saturday his starting price was about 12 to 1, but instead of being done with at the end of the first four furlongs, as he had been at Lincoln, he now ran to such purpose (ridden by F. Rickaby) that, drawing clear of his opponents at the distance, he ran home a very easy winner two lengths ahead of Outram, who had finished well in front of him at Lincoln. It should be added that for an explanation of that apparently extraordinary reversal of form, reference to my notes on the Lincoln running will show that it was then said that Wrack had run himself

out, his rider (Donoghue) being, seemingly, unable to control the horse. At Newbury, Rickaby rode Wrack exactly as I believe it had been intended that he was to have been ridden at Lincoln, and with the satisfactory result previously described.

Now for some comment on the two year olds seen out at Newbury. Eight-and-twenty were saddled for the Beck-hampton Two Year Old Stakes, but although it may be safely said that a good many of them were not in real racing trim, it is almost equally safe to predict that even when thoroughly wound up, few of them will do much to distinguish themselves. Exceptions there are, notably in regard to the winner—a colt named Duggie, owned by Mr. D. Stuart, bred by the late Sir Tatton Sykes, and got by Neil Gow out of Aida, respectively winner of the Two Thousand Guineas and the One Thousand Guineas. It was freely stated that the colt had been so tried that defeat was impossible, and seeing that he was backed down to 5 to 2 and that he did win in a canter by four lengths, rumour was evidently correct for once, and the style in which he won suggests that the trim was a pretty good one. The runner-up, Mr. B. J. Farquharson's Shabash, an aptly named colt by Acclaim, may also be useful, but it will perhaps be well to bear in mind that many of the unplaced runners were by no means fit, and also that when it was seen that Duggie had got the race well won, there was a certain amount of easing up. The Two Year Old Sprint Selling Race on Saturday I refer to because it was won by Aquatint, got by Aquascutum, a really well bred horse by Childwick out of Cullercoats, by Darby out of Poldovsky, by Beadsman out of Caller On. Aquascutum is standing at the Cloghan Stud, Dublin, at a fee of £34 10s. 6d., a reasonable enough fee, seeing that he gets winners. To my mind, however, quite the best looking two year old at Newbury was Mr. L. McCreery's Laramie, winner of the Manton Two Year Old Stakes, got by Orby out of Fairyland, by Lesterlin out of Stella, by Necromancer out of Hollyleaf, by Hollywood. The colt was bred by Mr. P. Murphy, and is seemingly well thought of at home.

The flat racing season in Ireland commenced last week at The Curragh, when Aquafortis, by Aquascutum, a sire to whom I have previously referred, won the Scurry Handicap on the first day of the meeting, and on the concluding day His Majesty's Plate, in which race Ballaghtobin, the crack two year old of last year, finished last of the four runners. TRENTON.

AGRICULTURAL NOTES

DISEASES OF ANIMALS.

THE Annual Report of Proceedings under the Diseases of Animals Acts just issued by the Board of Agriculture and Fisheries affords some very interesting reading. Immediately upon the outbreak of the European war in August steps were taken so to modify the procedure under the Diseases of Animals Acts as to relieve the local authorities and their police of such duties as could be suspended temporarily without seriously affecting the operations against contagious diseases in animals. "At the same time, the procedure of the Board in connection with outbreaks of Swine Fever was also modified with the object of conserving the supply of swine, including breeding swine." This is a rather peculiar statement, and rather difficult to understand. Does it mean to infer that in previous years the attempts to deal with the outbreaks of swine fever have resulted in a very considerable unnecessary wastage of porcine life? The modifications to conserve this life were that the instructions to the Board's inspectors were varied so as to require the slaughter by them of all swine remaining alive on infected premises only in cases in which effective isolation was found to be impracticable. The arrangements hitherto obtaining for the slaughter, with compensation, of breeding animals found alive on swine fever infected premises, were cancelled. The Report goes on to state that the position as regards swine fever has been in the highest degree unsatisfactory throughout the year, and in several districts the outbreaks have been of a most virulent type. The total of 4,356 outbreaks exceeds by 1,783 the number confirmed in 1913. In the course of the autumn extended arrangements for the application of treatment by anti-swine fever serum were brought into operation, but sufficient time has not yet elapsed for any judgment to be formed as to the effect of the treatment. The immense loss among young pigs this spring has not been due to swine fever, but rather to the excessive use of roots. The whole question of foot and mouth disease is also dealt with, there being twenty-seven outbreaks in all in Great Britain as compared with two outbreaks in 1913. The outbreaks of anthrax also show an increase, but the fact, that in the case of anthrax infection may be imported in various manners makes it difficult to assign this to any one particular cause.

There is one disease that is not mentioned in this Report, that is, black leg, or quarter ill, which a few years ago caused immense ravages among the young stock in this country. It was nothing for a calf-rearing farmer to lose six or eight yearlings; but since farmers have adopted the policy of burying the carcasses where they lie and not skinning them out, the disease has practically died out in many districts. ELDRED WALKER.



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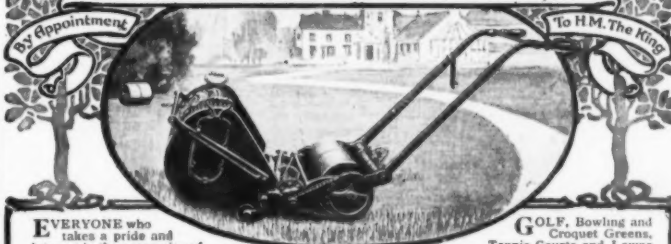
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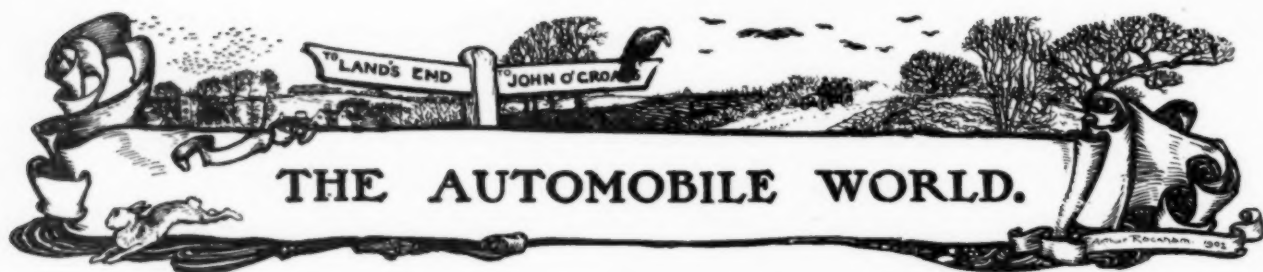
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THE EIGHT-CYLINDER CADILLAC.

QUITE one of the most interesting American chassis which has come over to this country is the latest Cadillac model, not only for the reason that it is equipped with an eight-cylinder engine, but because it represents the first attempt to put on the market a chassis of this type at a price that should ensure for it a ready sale. Experiments with eight-cylinder internal combustion engines for motor-car use have been carried out by both English and French firms, and at the present time one of the most famous French manufacturers is standardising several models of various powers with this variety of motor.

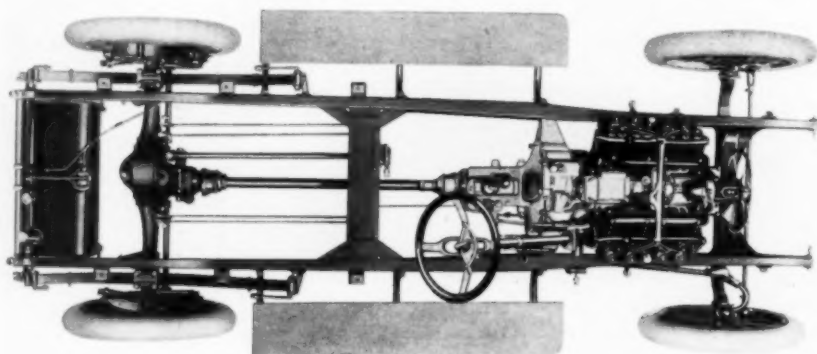
Concerning the eight-cylinder principle a great deal has been written, and the pros and cons have been dealt with at considerable length. The critics of the system deny, in effect, that sufficient improvement over the six-cylinder and four-cylinder engine is obtained, having regard to the additional complication involved. On the other hand, eight-cylinder advocates assert that the alleged complication is purely imaginary, while very decided advantages can be secured in the way of better balance and continuous torque. It is not our intention in the present article to consider in detail the claims put forward by the two parties to this controversy, but we may be permitted to remark that our experience of the eight-cylinder Cadillac leads us to the conclusion that it is an exceedingly simple piece of mechanism, entirely devoid of any "complication" other than the possession of sixteen valves as against twelve in the case of the six-cylinder motor, and that the torque and balance show a distinct advance upon any other car with which we are acquainted, save, perhaps, the best six-cylinder machines of considerably higher horse-power.

Obviously, with eight cylinders arranged in V formation at 60 deg., with four cylinders on each side of the crank-shaft, it is possible, by attaching two big ends to each throw on a simple four-throw shaft, to obtain a power impulse every quarter revolution of that shaft; this implies that the torque is, to all intents and purposes, constant, for each explosion takes place before the useful energy of its predecessor has expended itself. This is decidedly important, since it implies that the car can be driven on top gear with the engine running steadily and sweetly at anything between a slow walking pace and the maximum speed obtainable. One other point in connection with the eight

cylinder principle should be mentioned, and this is that with eight cylinders arranged in a V, as in the case of the Cadillac, it is possible to secure a practically perfect balance of certain forces which necessarily remain unbalanced even in the best designed six-cylinder motors of the vertical cylinder type.

A REMARKABLY SHORT ENGINE.

One's first impression on examining the 31 h.p. Cadillac engine is that it is astonishingly short from end to end of the crank chamber; as a matter of fact, it is but a shade over 26 in. between these points. Naturally, the arrangement of the two blocks, of four cylinders each, in the form of a V increases the width of the motor, but not to such an extent as to spoil the appearance



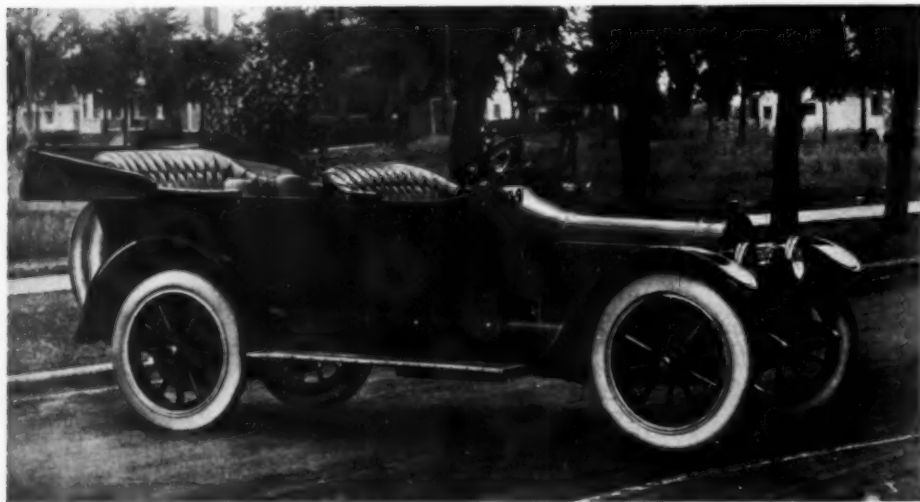
THE CADILLAC CHASSIS.

Showing the compact arrangement of its eight cylinders.

of the car when viewed from the front. We understand that precisely the same shape and size of bonnet as was employed for the 30 h.p. four-cylinder Cadillac is used on the new eight-cylinder model.

The bore and stroke are, respectively, 3½ in. and 5½ in., the nominal horse-power being 31, and the actual, as shown by power curve, 70 at 2,400 revolutions per minute. As we have said, a four-throw crank-shaft with two big ends working on each throw is fitted, while immediately above the crank-shaft is a single cam-shaft that operates all the sixteen valves by means of rocker arms. A silent chain is employed for transmitting the power to the cam-shaft. As regards the cylinder castings, a commendable feature is the large plug, disposed in the head

of each cylinder, which can be removed when it is desired to scrape the head or piston top, work on the valve pocket being carried out through the aperture left when the valve cap has been unscrewed. The simplification of cylinder cleaning is, naturally, of considerable importance in the case of an eight-cylinder motor, and in this respect the Cadillac leaves little to be desired. Immediately above the cam-shaft lies a third shaft, also operated by silent chain, which at its rearward end drives the generator that supplies current for engine starting and electric lighting. The generator is of the two-purpose type, and can be used as an electrical engine starter by means of a small pinion which at the moment of starting engages with teeth on the periphery of the flywheel. When the starting pedal is released, the pinion comes out of engagement and remains



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The tale of the man who bought not wisely but too well.

CHAPTER THE FIFTH.

AND as they eat, the wise man proceeded with his tale. "Look thou at this shoe. Mark the generous proportions. Torture it and learn the toughness of the fabric which bends but breaks not. Thou didst observe not long since the marks my beast had left in the dust. Didst also observe how sure-footed he was? Place thy finger in this cunning channel. Dost understand? Consider how yon smith, even in this small village, had of this shoe. In every spot the length and breadth of this our land it is the same. So great a name has it attained that more would buy than shoes there are to satisfy them. What, thou wouldst satisfy thy hunger a little? Thou art right. Perchance we would then be in better case to deal with so important a matter."

(To be continued.)

MORAL: A demand which exceeds the supply and always has, is a perpetual and unanswerable argument for the goods.

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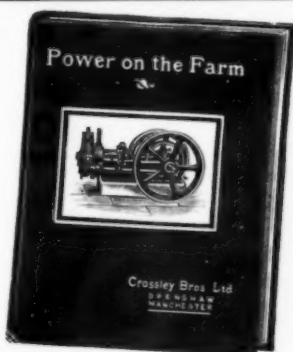
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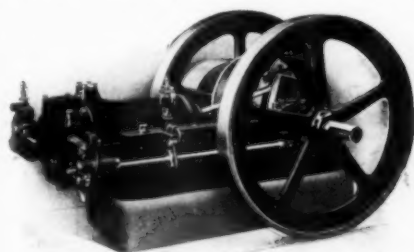


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idle until it is again required. The Delco system of ignition is employed on the new Cadillac, as on former models, the necessary current being supplied either from dry cells or from the battery of accumulators comprised in the lighting and starting installation.

Lubrication is forced through a hollow crank-shaft to the big end bearings, and oil is also fed under pressure to the three crank-shaft bearings, the final distribution to the small ends and cylinder walls being by splash. An excellent oil indicator with a large pointer showing the amount of oil in the sump is placed on the top of the crank case between the cylinder castings. Also between the cylinders, in a most accessible position, is the carburettor of special Cadillac design. The quality of the mixture can be instantly varied by means of a thumb screw, and a point to be observed is the plunger, which, when the throttle is suddenly opened, forces petrol positively through the jet and so prevents starvation of the engine when exceptionally rapid acceleration is desired. One of the most interesting features in connection with the motor is the cooling system, upon which much ingenuity has been expended. The radiator, constructed of non-rusting metal, is provided with two inlet and two outlet pipes, one pair serving each block of four cylinders. To control the flow of water for each set of cylinders a thermostat is provided, this device being quite simple and depending for its operation upon the expansion of metal under heat. By the employment of the thermostat the water in the jackets is quickly warmed up when the engine is started, and its temperature subsequently is kept practically constant by the combined action of the thermostats and of the fan, which is so designed that it can only draw in a certain quantity of air whatever the speed of the engine may be.

As an example of the attention paid to detail refinement by the Cadillac factory we may mention the small two-cylinder tire pump, which can be engaged by means of spur gearing with the generator shaft at its forward end. This is quite a clever device, and it should certainly prove of great convenience to the driver. Another small pump, in this case of the single-cylinder, two-cycle type, driven from the front of the cam-shaft is installed for supplying air under pressure to the petrol tank situated at the rear of the chassis.

TRANSMISSION DETAILS.

From the engine the power is transmitted through a dry metal plate clutch to the three-speed gear-box, which forms one unit with the engine. As regards control of the speed-changing mechanism, this is provided in the form of a lever working in a gate placed between the driver and front seat passenger, the selecting mechanism being well protected by means of a hemispherical metal cap attached to the bottom of the lever. Three sets of gear ratios are standardised, and in placing an order the purchaser can specify any one of them according to the bodywork and the class of country over which the greater part of the car's running will be carried out. In this connection it may be of interest to state that with a 4 to 1 top gear ratio a speed of well over sixty miles an hour with a large open body can be attained, and this without any appreciable flurry under the bonnet. We desire to emphasise this absence of engine vibration at high speed, for it certainly goes far to substantiate the claims of those who advocate the adoption of eight cylinders for the attainment of perfect balance.

Behind the gear-box is a long propeller shaft with two Spicer universal joints, of which the first is telescopic. At the rear end of the shaft the final drive to the live axle is by helical bevels, all journal and thrust loads in the rear axle casing being taken on eight Timken roller bearings. At the front end of the chassis are semi-elliptic springs, while at the rear

very long semi-elliptics in conjunction with a transverse spring of the same type are fitted; and here we would congratulate the Cadillac makers on the really admirable suspension of their latest chassis. In the course of a trial run over pot-holed roads we found that, although we were only two up, there was no bouncing of the back of the car, the rear wheels holding the road surface very well indeed. The steering mechanism is of the worm and sector pattern, and provision has been made for taking up any slack which may develop after long use; the steering column turns in a bearing that permits of automatic adjustment for wear by means of a spring operated cone and cup. As in the case of most well designed modern chassis, the steering wheel is large, and an excellent feature is the catch, by releasing which the wheel can be tilted so as to enable the driver to enter or leave his seat without difficulty. Wooden road wheels with detachable rims are standard, and large Dunlop tires of 8.95m.m. by 13.5m.m. are provided, this generosity in cover dimensions contributing, no doubt, to the comfort of the vehicle on bad roads. The wheelbase of the car is 10ft. 2in., which, owing to the shortness of the engine, leaves ample space available for the body-builder, and the track is 4ft. 8in. Both foot and hand brakes operate on large drums, 17in. in diameter and 2½in. in width, attached to the driving wheels, and we can speak from personal experience of their powerful yet sweet action. The handbrake is applied by means of a lever situated beside the speed-changing lever between

the driver and front seat passenger, and here we would suggest that, if possible, it would be well to leave rather more than the space now allowed between these two levers.

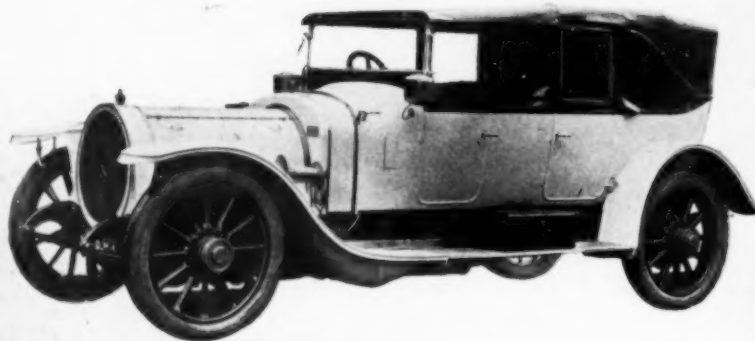
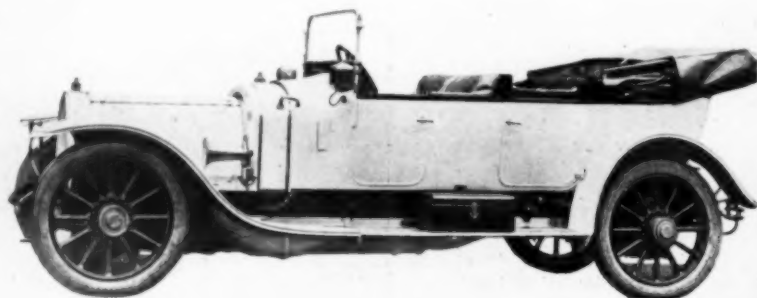
A SHORT ROAD TRIAL.

Of the eight-cylinder Cadillac's behaviour on the road it would be difficult to speak too highly. The engine's acceleration must be experienced to be believed, and to the motor's absence of vibration at all speeds we have already referred. Our testing trip was not over difficult country, but it included a good many miles of London traffic, in which the car's performance could not have been bettered, and before returning to London we went

into Richmond Park and climbed the erstwhile famous test hill between the Robin Hood and Kingston gates. Nowadays, of course, this slope is not considered specially severe, but there is an awkward curve towards the top of the hill, and the gradient at the steepest point is probably between 1 in 7 and 1 in 8. The Cadillac, without being rushed at the foot of the slope, climbed over the crest without the least difficulty on top speed, and undoubtedly had the hill been twice as long there would have been no need to change gear. This top speed hill-climbing ability will certainly appeal to that very large class of drivers which appears to expect every day's run to be performed "on top" throughout.

ITEM.

On behalf of the shareholders, Vauxhall Motors (1914), Limited, have presented to the British Red Cross Society a travelling workshop to act as a tender to the 16—20 h.p. Vauxhall ambulances which have been supplied to the Society. The workshop will accommodate comfortably four mechanics, and is intended for dealing with light repairs and for giving prompt roadside assistance. Its equipment comprises a garage lathe capable of any light class of turning, screw cutting and so on, a bench fitted with a hand drilling machine, a good assortment of bench tools, drills, taps, stocks and dies, some woodworking tools, a medium size vice and a heavy vice, the last named being mounted on the tailboard. There are also a light lifting block, a pair of light but very strong tubular crowbars, and one or two useful implements that would be required in such a situation as when a car had to be got out of a ditch.

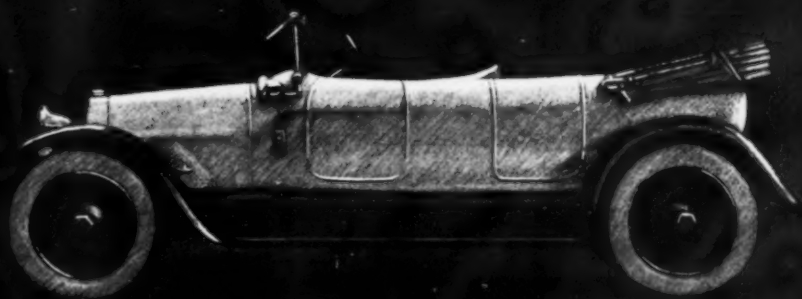


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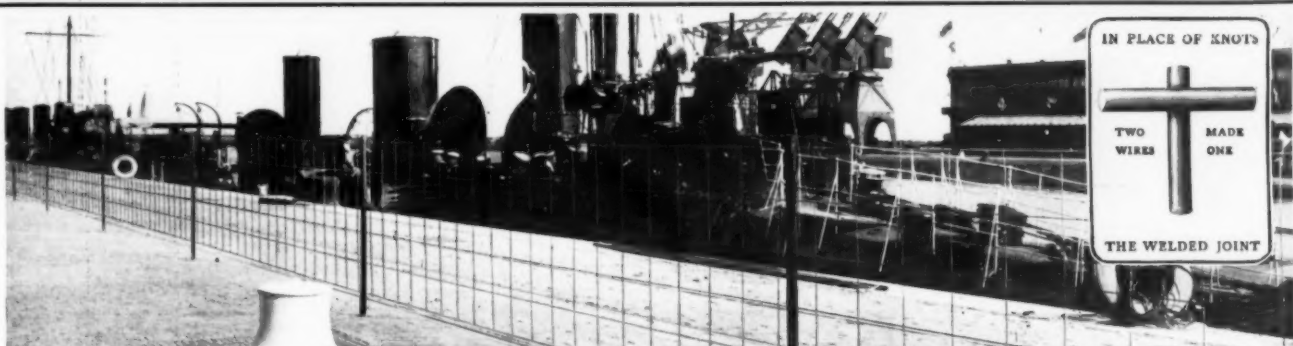
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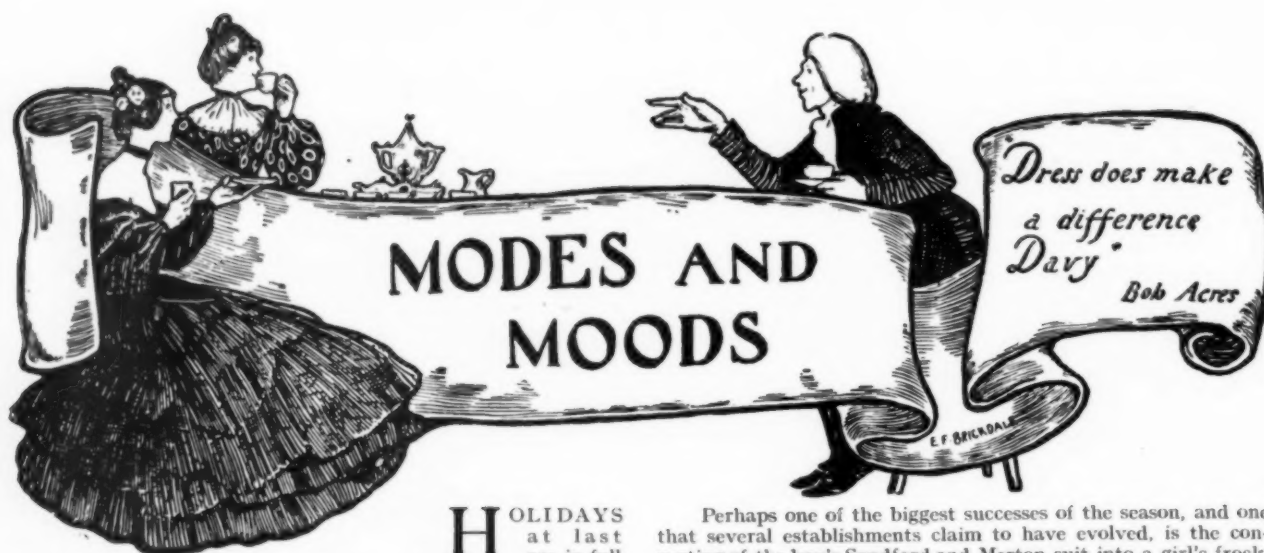
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HOLIDAYS at last are in full swing, after some exceptionally irregular terms. And with the youngsters let loose in our midst, there comes many a happy hour when one is able to forget the tempestuous times in which we are living. I once—thank Heaven, only once—heard a woman observe that she would infinitely rather tend a sick dog than play with a healthy child. Dogs are delightful companions and friends, but the mind that can for a moment put them in the same category as children is to me a perverted mind. Personally, I dislike very much the woman who persistently finishes her costume with a little dog, usually a yapping little wretch, that precludes any sort of consistent conversation, its owner alternately scolding and cajoling the animal into peaceful behaviour. But this, as a humorous parson once remarked after giving out a long text, has nothing to do with what I have to talk about, the selected subject for the week being spring attire for young children.

In the curtailed space now at my command I can only touch on the subject generally. But the criticism holds good throughout the whole range of ages, that dress was never more attractive, more practical, nor, if needs be, more economical than it promises to be this season. The variety of choice, too, is extraordinary. On the one hand there is to be observed a tendency to revive in modified form 1860 modes, exemplified in full skirts and short sacque coats, carried out in piqué and such like washing materials, frequently trimmed with rows of narrow washing braid.



SPRING FROCKS FOR LITTLE GIRLS.

Perhaps one of the biggest successes of the season, and one that several establishments claim to have evolved, is the converting of the boy's Sandford and Merton suit into a girl's frock. For children up to ten years or thereabouts, effected in striped and plain cottons, there is no question but that this is a supremely attractive model. In case the above description is not quite clear, I should perhaps add that the feature of the Sandford and Merton frock is the visible buttoning of the skirt on to a rather neat little shirt, that is to say, not a blouse shirt. Thus, a blue and white striped cotton will be allied to a white hair cord zephyr, or self-coloured linen looks equally well, the skirt note being sometimes repeated in collar and cuffs on the shirt. But the variations on this theme are truly endless.

Checked materials of every size and character are likewise a feature and the small maiden pictured perched upon the wall wears a checked zephyr. Lacquer red and white is a charming alliance, and it is in that I am visioning the pictured frock, the quaint little roll collar, cuffs and vest of white linen. The buttons are likewise covered with the white linen, worked in the centre with a cross stitch of lacquer red silk.

The other design could be carried out equally well in fine serge or linen. The scalloped finish to the hem of the skirt and round the armholes is a veritable craze just now, and provides pleasant work for expert fingers. The frock itself is just a straight sacque, four longish slits being arranged at the waist, through which a belt is threaded. The sleeves and collar are of white organdie, and the most practical plan for introducing these would be mounted on a separate small under-bodice.

L. M. M.

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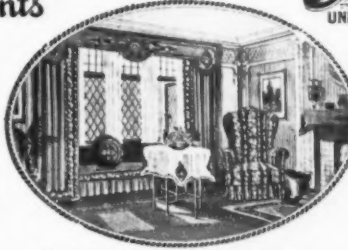
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K 813.—A charming Blouse (sketched on the left), exceptionally well cut, made of fine linen; the broad tucks front and back render it most becoming to all figures. Over the roll collar falls a high new shaped collar of broad striped linen and the cuffs are to match, the buttons toning with stripe. A really smart garment 21/9



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A HYGIENIC POLISH.

IT is an accepted axiom in the decorating and furnishing of a room that one should begin at the floor and work upwards; but most people take the floor to mean the floor covering, and few bestow any serious thought upon the boards themselves, beyond devising means to hide their faultiness beneath a "surround." Instead of this it would be far more hygienic and, nine times out of ten, far more effective, from the æsthetic point of view, to have their shortcomings made good and polish them. In the old days, when this process would have meant a constant renewal of stain and incessant beeswaxing, even a small area of polished woodwork entailed a serious addition to the housemaid's labours; but now the disadvantages are halved and the effect certainly doubled by the use of Ronuk.

The advantages of Ronuk are manifold. In the first place, being sanitary and antiseptic, it not only destroys any germs in the wood, but also assists materially in creating and maintaining a healthy atmosphere in the room. In the second place, it is not merely a polish, but an enamel, filling all inequalities in the grain and forming a glossy surface which affords no harbourage to dust, prolongs the life of a floor or staircase in hard wear, and is extremely easy to keep clean.

It will be seen, therefore, that Ronuk is an especially appropriate polish just now, when so many private houses have been turned into hospitals and convalescent homes. In many cases where this has been done, the necessary removal of the carpets has revealed an anything but pleasing state of things in the actual flooring; and we would point out that when boards are either quite new or very worn, it saves much trouble afterwards if the first application of Ronuk is made by an expert, who will be sent on application to Ronuk, Limited, Portslade, near Brighton.

Equally satisfactory is the effect of its application to linoleum or floors that have been treated with an ordinary stain. The life of linoleum depends to a great extent upon its surface, and this can be damaged by the use of polishes containing deleterious substances quite as much as by legitimate use. Ronuk not only preserves and toughens the material, but forming a glossy surface lessens the friction of constant treading, and so really lessens the wear and tear. For equally sound reasons the use of other Ronuk preparations

is to be recommended, and now that spring is fairly here it may be well to give special mention to the Quick Polish Brown Boot Ronuk. This may be applied to any and every kind of



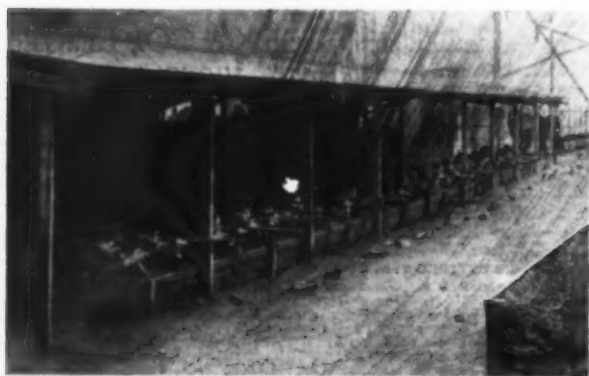
WOODWORK UNADORNED.

brown leather work, and besides maintaining a good ripe colour and polished surface, it is also an adequate waterproofing substance.

FOR TOWN AND COUNTRY.

PRACTICAL PATRIOTISM.

WE publish herewith a photograph of a rifle range which has been built in the works of the British Westinghouse Electric and Manufacturing Company, Limited, at Trafford Park, Manchester. The range is capable of accommodating thirty-six men at one time; ten at 25yds. and twenty-six at 30yds. The cost of the rifles and telescopes (there is a telescope to each rifle) was largely covered by voluntary subscription of the employés, and a considerable portion of the range itself was actually built by the men, and passes to shoot were only issued to those who were ineligible to join the Army. In addition to this, however, the



THE BRITISH WESTINGHOUSE RIFLE RANGE.

range was lent for practice to the 18th Manchester Service Battalion (who are seen shooting in the photograph).

Since war began, out of the 6,000 men employed in this factory, no fewer than 1,495 have enlisted, of whom, we regret to add, thirteen have been killed. Early in the war a subscription was got up among the employés for various relief funds, and £1,393 was subscribed, to which the company added £500. Since then a regular fund has been formed by the company, who are now paying relief weekly to no fewer than 693 dependents' families. They have also established a Widows' and

Orphans' Fund, while at Christmastide a present of 10s. was sent to every man who had enlisted.

DEATH OF A PROMINENT BUSINESS MAN.

The announcement of the death of Mr. George Greig Moncur, which occurred at his residence, Preston Lodge, Prestonpans, East Lothian, on the 31st ult., will be received with great regret by a large circle of friends in the gardening world. Born in 1839, at Laurencekirk, Forfarshire, Mr. Moncur, along with Mr. A. Donald Mackenzie, started in 1869 the business of Mackenzie and Moncur, hothouse builders. The beginning was on a very modest scale, but both partners were men of energy, and the business, to which was added a few years afterwards, that of heating engineers, grew apace, until it became one of the largest of its kind in this country. Although in recent years Mr. Moncur had been unable, on account of his health, to take an active part in the conduct of the company's affairs, he was always keenly interested in the business, and continued to act as one of the two senior directors. Mr. Moncur's only son, Mr. James Lawrence Moncur, is one of the managing directors of Mackenzie and Moncur, Limited.

BOOTS AND SHOES FOR SPRING WEAR.

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THE Craven Meeting is usually a quiet fixture as far as the general racing public is concerned; none the less, it ranks high in the esteem of those who appreciate interesting racing free from the customary toil and turmoil of the racecourse. Interesting some of the races decided in the course of last week's meeting certainly were, in regard to both present and future racing. In order to make such comment as may seem useful, it will, perhaps, be as well to take the programme day by day. I might, by the way, say that, having had an opportunity of seeing Friar Marcus at work on Tuesday morning, it may, I think, be safely said that His Majesty's colt has wintered well, is looking well, and moving well and freely into the bargain. He does not seem to have grown much in height, but he stands about 15h. jin., and that is big enough for anything. He has, however, lengthened, let down and furnished, and is now a very beautiful and well balanced colt. He looks a racehorse, and we all hope that he may prove himself to be a worthy bearer of the Royal colours in the classic races of the year. If, however, we take last year's racing—the two year old form, that is to say—just as it reads in the *Calendar*, it cannot be said that Friar Marcus can boast of any marked superiority over one or two of his rivals. His margin of safety is slight, but a margin there is; let us hope that it may be sufficient.

Now about the racing. Of the excellence of Sundridge as a sire we received further reminder by the excellent performances of two of his sons, Parhelion and Golden Sun, respectively winners of the Visitors' Plate and the Crawford Plate. The former, by the way, is a "chestnut"; the latter is a "brown"; and it is perhaps worth noting that, as a rule, the Sundridge "chestnuts" are distinguished for speed, whereas the "bays and browns," though able to "go," are usually able to "stay" into the bargain. Golden Sun certainly stuck it out well over the six furlongs of the Crawford Plate, though carrying the very substantial burden of 9st. 8lb.

Among the runners for the Fitzwilliam Stakes were King's Day and Parana, respectively winner and runner-up for the Brocklesby. *Debutants* there were, too, in the shape of Starhawk, a neat, nice quality colt by Sunstar—the first of the Sunstars yet seen in public—and a good looking colt belonging to Lord Rosebery, and got by Cicero out of Turpitude, by Velazquez out of Serpentine, by St. Serf out of Footlight. A rare-bred youngster this, and one that can go into the bargain. He may, indeed, have been unlucky not to have won his first race, for it seemed to me that Rickaby, who was riding, did not perceive the danger threatened by Colonel Hall Walker's filly, Tillywhim, until too late. The colt has, however, plenty of

engagements, and will therefore have ample opportunity for developing what merit he may possess. Another useful looking two year old seen out on Tuesday was Mr. H. Salvin's son of Holiday House and Hestia, a mare by Perigord out of Vestalia, by Minting. Quite a credit to his sire is the deep bodied, clean limbed colt, and it may be noted that Holiday House, himself by Queen's Birthday (sire of Santoi) out of Helen Mary, by St. Serf out of Helen Mar, by Scottish Chief, was bred by the late Lord Londonderry, and is now standing at the Theakston Hall Stud at a fee of 18 guineas. He was, it may be remembered, a very promising two year old, for he won four races off the reel, but, owing to an accident, he had to retire from further participation in racing. The Selling Plate for two year olds on Wednesday was not an event of any importance, but allusion to it is made because Rampelion, the runner-up (beaten by a neck), has about him a distinct Sundridge character, not so very surprising seeing that he is got by Ampelion (fee £9 19s. 6d.), own brother in blood to Sundridge (fee 400 guineas), both being by Amphion, and respectively out of the full sisters Vetch and Sierra, by Springfield out of Sanda. While on the subject, I might add that Ampelion had a winner later on in the shape of the filly out of Potamides, winner of the Selling Plate on Thursday.

To get back to the racing on Wednesday. The Column Produce Stakes brought about the downfall of a hot favourite—

the Duke of Westminster's Manxman, beaten very easily indeed by Sir E. Cassel's Gadabout. The loser was giving 15lb. to the winner—a serious proposition in itself—but the point is that Sir E. Cassel's colt did beat him with consummate ease, and that if we take the running in the Middle Park Plate as reliable, Manxman would come out of it as being not more than 3lb., perhaps 4lb., below Friar Marcus. Now if, as I believe—judging by the consummate ease with which he won—Gadabout would have beaten Manxman at even weights last week, he might possibly have to be



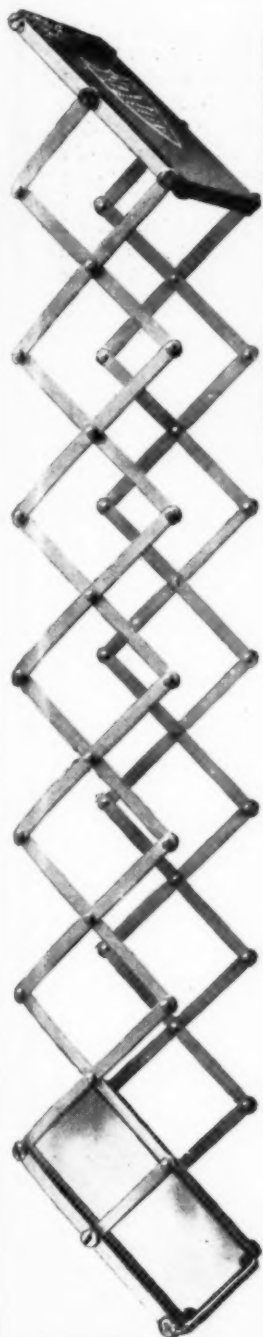
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ROSSENDALE, BY ST. FRUSQUIN—MENDA.

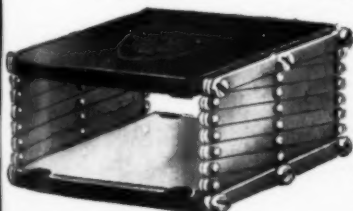
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Winner of the Craven Stakes.

taken into consideration in connection with the Derby. It may, on the other hand, be that Manxman does not stay, and if that be the case, little meaning attaches to the result of the race for the Column Produce Stakes; little, that is to say, as regards Gadabout's prospects for the classic races. Be that as it may, Gadabout is a much improved colt, and, unless I am mistaken, a good stayer into the bargain, a remarkably well bred colt, too, being by St. Denis (sire of Redfern) out of Gadfly, by Hampton out of Merry Duchess, by Speculum. Gadfly herself stayed well—she won the Alexandra Plate—and she is, moreover, dam of Cylgad, a colt who might well have won the Derby in 1912 had he not gone



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CATALOGUES ON APPLICATION.

wrong shortly before the race—he did beat Tagalie by two lengths in the Newmarket Stakes. Gadabout may, indeed, be a good colt; he looks the part, and no fault can be found with him on the score of breeding.

Another classic "possibility" we saw in the shape of My Ronald, an easy winner of the Wood Ditton Stakes, in which he gave Brown Ronald 7lb. and a four lengths' beating. Last year Brown Ronald was, I should say, some 20lb. below the best of the two year old form; this year he had run third to Patrick (even weights) and Costello (giving 7lb.) in the Union Jack Stakes, form which, on the subsequent running of those two colts, does not amount to much—not more, indeed, than to put My Ronald on about the same level as Costello. Book form is not, however, always reliable; were it so it would be shown that Lux was not so very far below the best of the year. My Ronald we have shown to be—on recent running—about on a par with Costello. Now, at Newbury, on the 9th inst., Lux only failed by three parts of a length when giving My Ronald 15lb., form which would put Lux about 13lb. in front of Costello—a proposition very much open to argument.

Leaving such speculative discussions on one side, we may now profitably, perhaps, turn to the examination of the result of the race for the Craven Stakes. Here Pommern, considered by many good judges to be a very near and dangerous rival to Friar Marcus, was opposed by Mr. E. Hulton's Torloisk—estimated as being 3lb. better than Pommern in last year's Handicap for Two Year Olds, and 3lb. inferior to Pommern in Mr. C. B. Richards' "Unofficial Handicaps"—Mr. G. D. Smith's speedy filly, Bambusa, Sir John Thursby's Rossendale (carrying Major Roberts' colours) and three others. A most interesting race it was, for no sooner had Rossendale disposed of Torloisk than he was vigorously challenged by Pommern. Nothing loath, he accepted the challenge, and

battling his race out with the greatest resolution, ran home winner of the race by three parts of a length, Torloisk losing second place by five lengths. The winner was in receipt of 15lb., and although he did once (as a two year old) beat Pommern at even weights, there is little probability that he will ever do so again. His breeding is worth notice, for he is the result of an attempt to return to the marvellously successful mating of the late Sir D. Cooper's famous brood mare, Glare, with St. Frusquin, mating productive of such celebrities as Flair, Vivid and Lesbia. Rossendale is by St. Frusquin out of Menda, by Gallinule out of Glare, and it is curious to note that while Glare did no good when mated with Gallinule, but was singularly happy in the result of her matings with St. Frusquin, her daughter, Menda, should—as it was hoped she would—also "nick" with St. Frusquin.

To return to the running in the Craven Stakes and its bearing on the classic races, it would seem to show that Torloisk, grown into a fine, commanding, but still leggy colt, does not stay; also that Pommern is, relatively speaking, much about the same colt—he has made, I think, quite normal improvement—as he was last year. What that may really mean I hardly know, for, although the manner in which he smashed up King Priam, from whom he was receiving 8lb., in the Imperial Produce Stakes last year seemed to entitle him to the credit of being a really good colt, that form may not have been very reliable, for there is little doubt that on that afternoon King Priam was by no means at his best. That is a question which will be definitely settled next week in the race for the Two Thousand Guineas, when Pommern will, in all likelihood, be more forward in his training and well able to do himself justice; so, for the matter of that, will Friar Marcus, whose name we shall next week be able, I hope and believe, to add to the long list of the winners of the Two Thousand Guineas.

TRENTON.

A WEEK IN WALES WITH PONIES.

SOME three or four years ago the Board of Agriculture put a scheme forward to encourage pony breeders in Wales. The Board, as I think, wisely determined to use the funds available on subsidising stallions. If we spend money on improving the stallions of any breed, we shall, in the long run, improve the mares. The plan is to help stallion owners, but in no case to purchase stallions. A condition of assistance from Government was that the various associations should put the Commons Act in force. In improving a herd of ponies selection is important, but perhaps the elimination of the unfit is even more necessary. Immature or diseased breeding stock will do more harm than any amount of effort in other directions will do good. But we can only work through local associations, since, in order to carry out the elimination of the unfit ponies, it is absolutely necessary to carry with us the good will of the owners and commoners of the district.

I think Welsh pony breeding owes a great deal to the example set by the Church Stretton Association in dealing with the ponies on the Long Mynd Hills. There they were the first to organise drives on the hills and to exclude unsuitable stallions from their herds. They have found a reward in the fine type of pony they are breeding and in the prices paid by American and other buyers. I may instance such ponies as Grey-light, sold to Australia for £1,200, or Shooting Star, which Mrs. H. D. Green bought the other day at Sir Walter Gilbey's sale in order to return this fine strain of blood to the ponies of the Church Stretton district. This example has been widely followed, and now the associations of Penybont, of the Eppynt Hills, of Llandilo and of the Gower Peninsula are all complying with the conditions of the Board of Agriculture and receiving premiums for their stallions, so that where the Board's judge formerly awarded five premiums he now gives thirty-three. It was my good fortune last week to have an opportunity of seeing these ponies and of forming some opinion as to the progress made in pony breeding in South Wales. But first I may say that the improvement did not come too soon. The demand for ponies is increasing. So much is this the case that the ponies are marked down by dealers in their colthood, and bought up eagerly as soon as they are old enough. In one district I know of there was an order for eighty of them at £25 apiece.

The fact is that ponies are to-day serving many purposes, and the better the stamp of ponies that we can breed, the more eager is the competition for them. The War Office have found their value, for ponies are being trained as transport for flying corps on Dartmoor. They are more useful in towns than ever for tradesmen's carts, besides a large colliery demand and the usual avocation of the pony chaise and the child's pony or hunter. For all these purposes the Welsh ponies are in great demand. Of all kinds they are the most typical. No lover of ponies could fail to be struck with the perfect pony heads,

with their alert, intelligent expression and tiny, pricked ears. We talk of pony character. We have it in South Wales, and it is as easy to see as it is difficult to define precisely, because true pony character is as much a mental as a physical characteristic.

In considering Welsh ponies we must recollect that they are not like the Dartmoor, the Exmoor or the New Forest ponies, one breed roaming over a single territory, but they consist of herds separated often from each other by miles of cultivated lands and living under different conditions of soil and climate. Thus I learned that in the Eppynt Hills, where lives a very fine type of pony with great bone and power, there are some 1,500 mares. We travelled on to Penybont (quite a different type of common land), and there we found some 500 mares, more or less, until we came to the Gower Peninsula, close to Swansea, where, on smaller ranges, are to be found herds under 200. In this last district there is an association which, under the leadership of Mr. Odo Vivian and Mr. F. Mason, has brought in several picked stallions from the famous Dyoll Starlight family and one from the Grove Stud at Craven Arms, where, readers will remember, Mrs. H. D. Green has Shooting Star and has bred Grove Ballistite and other Welsh stallions well known to those who attend the National Pony Show at Islington. These Gower stallions I saw last week, and they were of fine quality and action. I further noted that hocks far from the ground and narrow quarters, which are such common failings with mountain and moorland ponies, were not noticeable.

But taking all the ponies I saw, one thing stood out—the increased number of them which show good bone. This, I think, may be put down to the improved stallions as well as to the careful selection by the Board of Agriculture of stallions with bone. A Welsh pony should have bone and substance as well as character. In some cases these Premium ponies were splendid examples. There was a grey pony at the head of the Premium winners at Church Stretton. In a strong class he stood out as an almost ideal combination of Welsh substance, character and quality. Not that there were not others very good. There were, for example, three ponies at the head of the Premium winners at Merthyr Cynog, on the Eppynt Hills, that would delight any pony lover. Indeed, if any pony associations are in need of bone for their herds, I should strongly advise them to visit the Eppynt Hills. The excellent pastures there are on limestone, and it might well be made a reservoir from which to bring bone to ponies that need it in other parts of Wales or England.

The improvement in these Welsh ponies has been great, and the Board of Agriculture's schemes have been successful. This is because the Board have worked with the local men, who are now, as far as can be seen, heart and soul in the improvement of the ponies and in the endeavour to meet the demands of a growing market for this class of stock.

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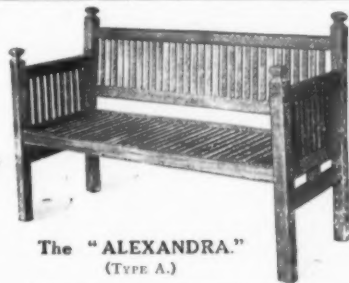
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KENNEL NOTES.

ANOTHER BLOODHOUND SUCCESS.

AT the risk of appearing unduly persistent, I am venturing to refer to the latest success of the West Sussex police bloodhounds, merely for the sake of encouraging the others. I know that a hobby may be ridden to the point of boredom, while, on the other hand, if one wishes to spread particular views he must keep hammering away. This question of police hounds having passed beyond the experimental stage, in order to give it wider prominence the best thing to do is to dwell upon cases that have proved successful.

At first somewhat sceptical, the authorities are now coming to recognise that the claims of the bloodhound have not been urged altogether without some measure of justification. The poultry stealing affair that one of Mr. A. S. Williams' hounds cleared up satisfactorily the other day is well illustrative of what may be done. At seven o'clock one morning five fowls were missed from a farm in the village of West Chiltington, and on receipt of the information J. C. Wilson proceeded as quickly as possible with a hound from Horsham, reaching the place about 12.30. The correct scent having been taken from some footmarks, the line was carried to a cottage about a mile and a quarter away, some 300 yds. being by the side of a public road and past other cottages. Two men found in the house at which the bitch stopped were placed among others, and one of them was picked out by the hound. Indoors were feathers, a partially eaten chicken pie and fowl bones. At the Petty Sessions one of the men pleaded guilty.

Thus, as in the case of pheasant stealing mentioned a few weeks ago, any doubt was set at rest by the acknowledgment of the prisoner. It is worth noting that about three-quarters of an hour was occupied in traversing the mile and a quarter. "Not exactly hunting pace," I can imagine someone saying, but look at the coldness of the scent. We know the chase did not begin until five and a half hours after the fowls were missed, and it is not unreasonable to suppose that the theft was committed several hours earlier. The patience of the hound to me stands out as a conspicuous feature of the case. She is obviously splendidly trained, and remarkably clever to stick to a scent so light that many would have been discouraged long before, and thrown up their heads. It must have been a matter of hunting every foot of the ground. Calling to mind several crimes of a grave nature that have occurred within recent years without the perpetrators being detected, one cannot help thinking how different the result might have been if a thoroughly trained bloodhound had been handy. Of course, the mistake in the past has been that hounds, palpably unequal to the task, have been asked to achieve the impossible. However fast and true a hound may be on a hot scent across comparatively unfoiled country, it is unfair to class him as a graduate who has passed through the highest education. Undoubtedly he has all the elements required, but he has not had the handling that leads him out of the ordinary ruck, and the whole of his kind have been condemned because one that, let us say, was fairly proficient in ordinary arithmetic had failed to pass an examination in the higher mathematics.

J. C. Wilson, who has trained the West Sussex hounds so efficiently, before joining the force was a gamekeeper, and there must be many such in various parts of the kingdom well equipped with qualifications for taking charge of hounds and entering them to the work, if they first received some lessons from a practical man. It is necessary to remember a few points. Not only must a hound be made an efficient tracker on a cold scent, but he must be taught to identify his man from among others.

If he is rewarded by a piece of dried liver each time, he will be keen enough on finishing right out. Beyond this he should have the temperament that enables him to work undisturbed in the presence of strangers and along highways, and he should not be put off his task if he has to be checked by his handler. I am inclined to think that an injustice has been done to the bloodhound in the past when writers have credited him with the possession of unusual nervousness in public. I do not say the nervousness is not there, should it be allowed to develop, but I am satisfied that wise and kind treatment will overcome it. Mr. Brough's hounds were amenable enough in traffic, and one has only to watch Mrs. Edmunds handling hers at any show to realise that they can be made as steady and sensible as any other breed.

A CASE OF RABIES.

The death of a dog in a quarantine station from rabies tends to emphasise the wisdom of the present restrictions. Presumably there is no question as to the animal having suffered from the disease, since the veterinary officials of the Board of Agriculture made a bacteriological examination. We have much to be grateful for in knowing that he cannot have come in contact with other inmates of the home, one of the rules, strictly enforced, being that each animal must, in addition to being kennelled separately, also be exercised by himself. Imagine what would have happened if this undesirable alien from Northern Rhodesia had been given his liberty on reaching this country. In due time, as the latent disease developed, he would probably have run amok, spreading the virus throughout a wide area in such a manner as to establish rabies among a community that has been entirely free for some years. The saliva of a rabid dog may transmit infection several days before the active symptoms appear, and the poison may remain active in the brain for a couple of weeks after death. Happily, a bite does not invariably transmit infection to man or beast, especially if bleeding is copious, and the first two or three bites are more dangerous than those that follow. A. CROXTON SMITH.


AGRICULTURAL NOTES

FATTENING CHICKENS.

IN the Report on Chicken Fattening at Morden Hall, 1913-14, just published by the Board of Agriculture, the newest feature is the account given of a fattening trial conducted for the purpose of ascertaining how far it would pay to cram chickens after Mr. Paynter was done with them. Each week forty-eight out of the regular batch were handed over to an assistant who had been trained in Sussex and had several years' experience in the methods pursued in that county. Two very suitable sheds were found among the farm buildings. One, long and open fronted, faced the north-west. In it the birds were trough-fed. The other was a thatched shed with a cement floor and a convenient means of regulating the admission of light. This was used for the birds crammed by machine. The fattening process began on April 10th. From this date to September 12th, 1914, 1,079 chickens of an average weight of 4.05 lb. were transferred to the fattening pens, the average price per bird being 3s. 1½d. They were kept in the pens for three weeks and in some cases a few days over, and the average increase in weight during that time was 1.23 lb. per bird, which cost in food about 7d. to produce. Taking into account the cost of food and the birds that for one reason or another had to be deducted, at the end 1,063 chickens realised a gross sum of £257 3s. 8d., or an average of 4s. 5½d. per bird after deducting carriage and commission. This shows an average return of 8½d. over the cost of food. It should be taken into account that the Morden Hall birds cost more than similar birds used for fattening in Sussex. On the other hand, the chickens were rather better than those that the higgler brings to the fatterer. Another point in connection with the demonstration deserves the notice of those who think of taking up chicken rearing. Mr. Paynter buys his eggs from outside sources, and it does not appear to us that this practice should be recommended. The journey by road and rail is not conducive to the hatching out of the eggs, and the number that failed is very large. When the broken and infertile eggs are omitted from the calculation, the proportion of eggs hatched from the remaining eggs was 50 per cent. in 1913-14, as compared with 51 per cent. in the preceding season. Mme. Jasper, whose articles will begin to appear in our columns in next week's issue, holds very strongly that it is better to produce the eggs on the premises.

TOP DRESSING OF AUTUMN WHEAT.

The very wet winter has had, generally speaking, a deteriorating influence on the wheat crop. According to the reports furnished by the Board of Agriculture, the promise of early sown wheats on light land has not been fulfilled, and wheat on heavy land is not in a satisfactory condition at all. The Board impresses upon farmers the benefit obtainable from top-dressing backward wheat. A suitable manurial dressing would be from 1 cwt. to 1½ cwt. of nitrate of soda or from ½ cwt. to 1½ cwt. sulphate of ammonia per acre. If more than 1 cwt. of either is applied, it is desirable to give the manure in two dressings at an interval of not less than a fortnight. Early May is the best time for the dressing. The Board devoted a special pamphlet (No. 23) to the Manuring of Corn in Spring, and it might be worth the farmer's while to obtain this.



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I heard a young mother talking to her little son about his teeth telling him how important it is that the teeth be kept clean. "If you want to be a big, strong boy," she said, "and then a big, strong man, you must have good teeth. And to keep your teeth sound you must remember now, while you are a little boy, to brush them twice every day." The young mother told me that the youngster liked the taste of the Ribbon Dental Cream, and that this had helped her in inducing him to form the important daily habit. Of course, she talked with him about it now and then to impress on him the great advantage to his health and comfort that comes with this daily care. "Then twice a year," she added, "I have the dentist look over him."

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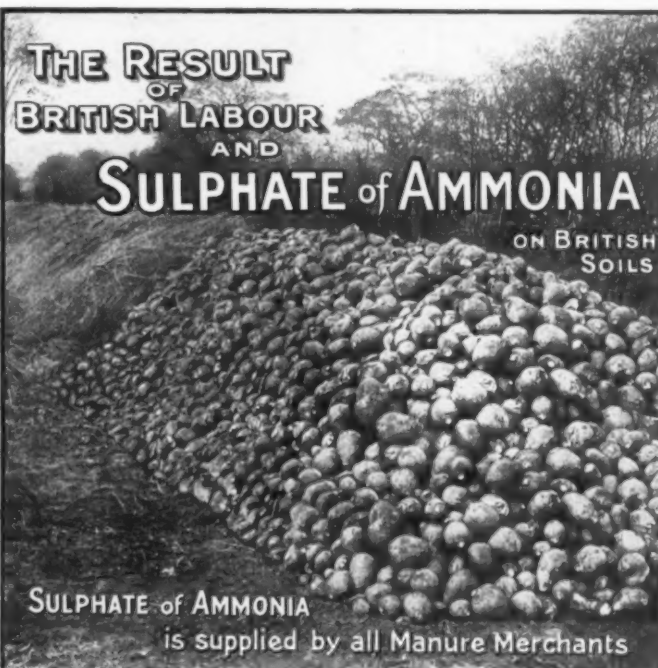
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Read the chapters on "Dried Vegetables" and "Special French Vegetable Dishes and
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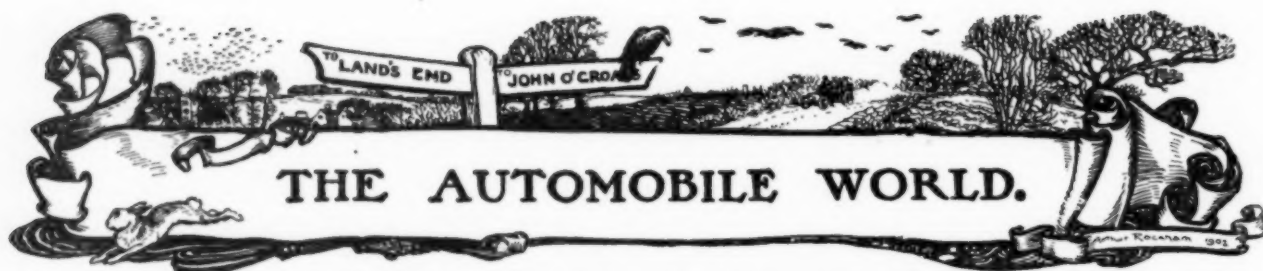
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HAULAGE OF HEAVY GUNS.

THE utility of motor tractors as a means of hauling artillery has been recognised for many years past, but at the beginning of the war few, if any, people anticipated the great demand that there would be for tractors of enormous power, capable of drawing huge guns, in the use of which the Germans set the fashion.

One of the principal difficulties in the design of a tractor for hauling heavy loads is that of obtaining sufficient adhesion of the driving wheels under all conditions. With this object in view the rear wheels are generally made very large in diameter and very wide across the tread, which is provided with strakes or spuds, the use of the latter being for getting a grip on soft ground.

In a tractor driving only one pair of wheels, the greater part of the weight of the engine and its mechanism has to be set so as to assist the adhesion of those wheels, but, even so, quite a considerable proportion of the total weight of the tractor must necessarily bear on the steering wheels, where it is of no help in increasing the adhesion of the machine. This difficulty naturally suggested the use of an engine driving all four wheels, and so taking full advantage of the whole weight of the tractor. The first experiments with a tractor of this type were carried out some eight years ago in the neighbourhood of Paris.

The machine in question was of Austrian origin, and its construction was somewhat complex. Moreover, at that time its real possibilities were not properly understood, so that nothing resulted directly from the tests then made. A little later on, however, responsible French artillery officers began to realise the enormous advantages which would accrue if their guns could be motor hauled, and the results of these earlier experiments were recalled. The consequence was that negotiations were entered into with the firm of Panhard, who collaborated with the artillery and engineering officers at Chatillon in the design and construction of the Chatillon-Panhard four-wheel-driven tractor. Even the first models of this type were successful, and this success has been further emphasised by subsequent improvements.

Having thus dealt with the problem of hauling the heaviest guns then believed to be feasible for use on a campaign, the French War Department were so satisfied with results as to feel it advisable to encourage the production of smaller types of tractors for hauling lighter artillery. Early in 1914 some comprehensive tests of tractors of this type were carried out, with the result that four or five makes became available to the French Government. Designs were successfully brought out by Renault, Schneider and Latil. The last named was a modification of a machine that has become quite popular in France in ordinary industrial use. The standard Latil lorry drives and steers on the front wheels. It is, in fact, a compact

two-wheeled fore-carriage containing the whole of the mechanism, intimately connected to a two-wheeled trailer which carried the load. Many earlier attempts to drive on the steering wheels had proved unsuccessful, so that considerable credit belongs to the designers of the Latil who have overcome this awkward problem successfully.

When it comes to the four-wheel-driven tractor, there are, of course, other difficulties and complications. As a rule, three differential gears are involved, one for each pair of wheels and a third as a balance gear amidships from which the drive is taken fore and aft. In at least one case the designers have managed with only one differential, but in so doing other complications in the transmission have to be introduced.

A scheme which has not as yet taken a very prominent place, but which seems admirably suited for this class of work, is the petrol-electric method, in which the engine drives a dynamo which may supply current to four electric motors, one on each wheel, or to two electric motors, one on each axle.

Our own heavy artillery has up to the present been handled mainly by big steam traction engines and by motor tractors of the Caterpillar type. These latter do not run direct upon their wheels, but on what may be described as endless chains or tracks which they lay down for themselves. They can negotiate almost any obstacle, including any ordinary hedge or ditch. As a rule, they are steered by putting on a brake on one side, with the result that the machine slews round. It seems that some of our heaviest guns will be hauled by very powerful tractors, built more or less on the lines evolved for agricultural work overseas. While the British farmer only wants a comparatively small tractor, the work of ploughing the virgin prairie is most cheaply carried out by a huge engine having driving wheels 10ft. or 12ft. in diameter and of proportionate width.

The general appearance of these machines at a casual glance is somewhat similar to a steam traction engine, the internal combustion motor occupying the position allocated to the barrel of the boiler in the old type. At the moment it does not seem advisable to give any further details of the power of the exceptional machines now being turned out, or of the loads which they are able to handle with considerable ease.

SECOND-HAND CARS AFTER THE WAR.

THE purchase of a second-hand motor-car is always a somewhat delicate matter. Much of that acuteness which from the old coaching days has been attributed to the horse dealer seems to have passed on to his lineal successor. The amateur with no great mechanical knowledge must have a strong dash of recklessness in his composition if he undertakes the selection of a second-hand



A FRENCH 105MM. GUN AND ITS TRACTOR.

The wheels of the gun carriage are specially fitted for traversing soft ground.

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The 15-20 *Overland* £198

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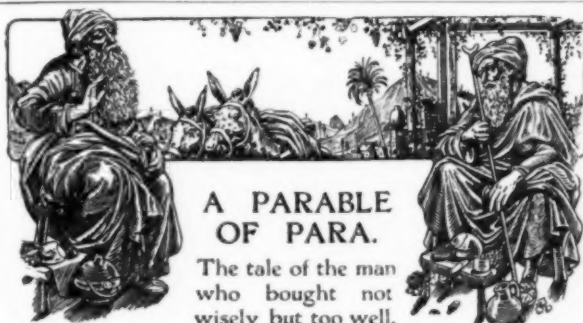
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A PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

CHAPTER THE SIXTH.

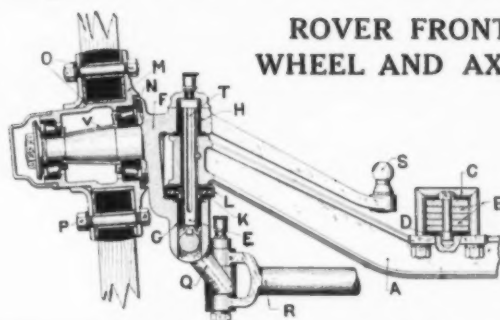
AND when they had eaten, the wise man said, "Thou seest the condition of my beast's shoes. Innumerable journeys have I undertaken since last I shod him. And note well, their first life is not their last, for when thou comest to shoe thy beast again, this shoe can be re-fashioned in such a manner that thou hast a new shoe and naught but a few pieces to pay. But have a care that thou sufferest none but the makers to work their will upon it, or thou wilt be sore disappointed. The price? What payest thou for thine own foot-wear? They are from Hassan's shop methinks; not dear nor cheap; a fair price and full value. Is it not so? Well, here also thou obtainest full measure, and art well treated. No hucksterers are they. Lastly, as a man possessing the finer sentiments, hast considered that this shoe is fashioned by men of our own race? What sayest thou? Of a surety I have reason, and one day thou wilt speak unto another even as I have spoken unto thee." (The end.)

MORAL: "Do not buy more tyres than you need by buying other tyres than Dunlops."

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The swivel pin "E," of high tensile steel, is made with a lubricating groove "T" right to the bottom, so ensuring most thorough lubrication.

It will be noticed that the wheel runs on Timken Roller Bearings, which are constructed to take both load and thrust, so that the enormous side pressure put on the wheels when turning corners at high speed is amply provided for. There is also a felt washer "N," on the inside to prevent the escape of any lubricant. In case of any play developing in the bearings, an adjustment may be effected by removing and shortening the distance piece "V," this, however, is a delicate operation, and should only be attempted by a competent mechanic.

To render it impossible for the wheel to rust, all the holes for the bolts, and the inside of the wheel where it fits on the hub are lined with brass bushes "O," the nuts "P" being also made of special brass.

The Rover Company Ltd., Meteor Works, Coventry

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vehicle for himself, and trusts to his own judgment as to its sound condition. We all know that the possession of that intangible quality known as the mechanical instinct will enable a man to get results out of a machine which in reality is unfit for use. The mechanical instinct is at times applied, with great pecuniary advantage to its possessor, to the sale of second-hand cars. It often happens, also, that the more or less innocent purchaser has fixed ideas as to exactly what he wishes the car to be able to do, and that, provided the car will perform the necessary feats, he is convinced of its soundness. Probably most of us remember the old story of the man who stipulated ability to climb a certain gradient as a condition of purchase. The seller proudly asserted not only that the car was capable of complying with the condition laid down, but that it would actually mount the hill backwards. As a matter of fact, subsequent experience proved that this was the only way in which it would do it.

However, the object of this present note is not merely to emphasise the old maxim, "Caveat emptor," but to draw attention to the fact that in the near future the risks run in the second-hand market will be even greater than usual. The time

which is unknown. The nearest approach to a satisfactory way out of the difficulty would seem to be some general arrangement under which every car fit for further use should, before sale pass through its manufacturer's works, leaving them only when accompanied by the maker's certificate of its sound condition. Under these circumstances, care of his own reputation would ensure that the manufacturer's overhaul should be a very complete one. The work would, of course, involve in the aggregate a big expenditure, but the market value of the cars would be increased to an even greater extent. From the point of view of the future of the British industry, some such scheme, should it prove practicable, would undoubtedly be a good thing. One of its indirect consequences would be to provide useful employment for machines and men at a time when big Government contracts will have been withdrawn and normal trade will not have had an opportunity of re-establishing itself completely.

THE IMPORTANCE OF UNITY.

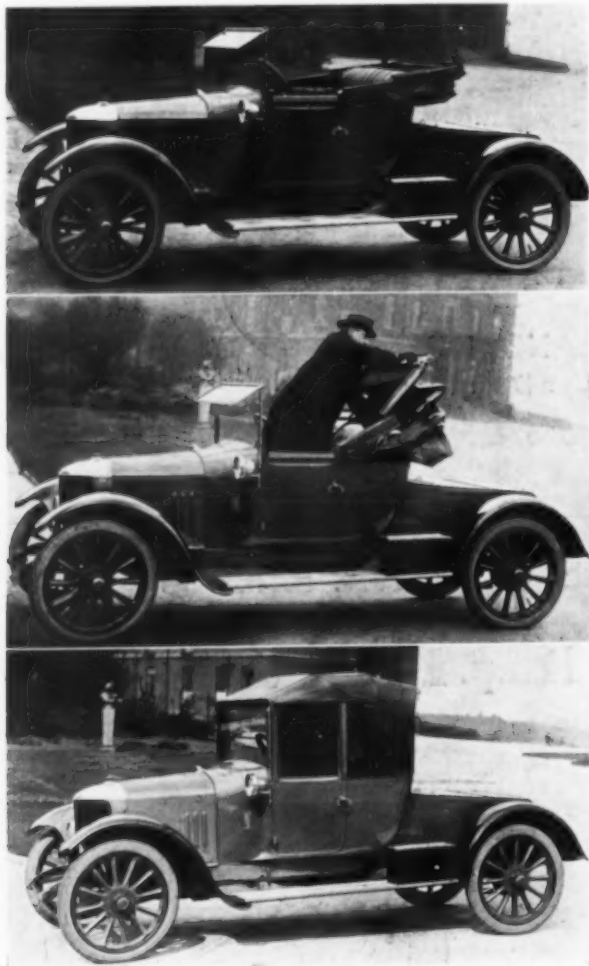
ONE of the results of the divergence of different sections of the motor movement is that gradually the interests of the various sections come into opposition to one another. Admitting the rather obvious fact that we are all disposed to look at things primarily from our own point of view, a natural consequence of this divergence and specialisation is that the various branches of the movement are a little inclined to wash one another's dirty linen in public. As a matter of fact, it is bad policy for car owners to abuse industrial motor vehicles, or for motor cyclists to abuse the owners of touring cars in public. If grievances exist they should be regarded as family matters and thrashed out in a certain amount of privacy. Otherwise, the time will come when common antagonists, who would like to see additional restrictions imposed on motor vehicles, will be able to collect strong evidence against every branch of the movement out of the mouths of the prophets of all the other branches.

Not unnaturally, the question of the real cause of road damage is one on which it is possible to take divergent views. It is unwise as well as unfair to attribute the whole of the trouble to any particular kind of vehicle. All traffic is to some extent at least responsible, and a great deal of harm can be done by rash and ill-considered statements to the effect that, for example, it is the heavy traffic which is doing all the damage, or that high speeds are solely responsible for breaking up the roads. Neither of these statements can, in fact, be justified. Road wear is caused by a great variety of actions, including the hammering effect of the horse's hoof, the sucking of the pneumatic tire, especially at high speeds, the scraping of metal non-skids, and the pulverising of road material by heavy loads carried over rough surfaces.

It is not uncommon to hear general statements to the effect that industrial motor vehicles do abnormal injury to road surfaces. In some respects these vehicles are likely to be more injurious than lighter and quicker machines. In others they are far less harmful. The crushing effect of a load drawn over a road surface depends not only on the weight of the load, but on the area of tire on which it is supported, and also upon wheel diameter and other factors. A horse drawn lorry with small, narrow wheels is capable of doing a great deal of harm. If the small wheel diameters and width were retained and a motor put in the place of the horse, the damage would be increased by the fact that the wheels would drive as well as carry. There are, however, adequate regulations to prevent heavy transport vehicles from being equipped with narrow wheels, but perhaps something might be done in the way of imposing a minimum wheel diameter for any given load. To take an extreme case, a road roller is merely a heavy motor tractor with very wide wheels and its effect is supposed to be beneficial rather than injurious. This is sufficient to show that the heavy vehicle may be so constructed as to do no harm, but rather to do good. On the other hand, the light vehicle, travelling at high speeds, may easily help materially to disintegrate the road by sucking the binding material out of the surface.

Incidentally, it must be admitted that on roads not constructed with an eye to such use, a frequent motor omnibus service tends to form regular undulations, and finally to reduce the road to a very bad condition. This, however, does not constitute any real grievance against the individual use of industrial motors in large numbers. The units of a fleet carrying on a regular service are usually all of similar weight and travel at similar speeds. Consequently each vehicle tends to increase the damage done by those that precede it, whereas an equal number of miscellaneous machines would not have by any means the same effect. It would be a thousand pities if popular motor char-a-banc services were to be artificially limited and handicapped so long as they afford such admirable facilities for many people who cannot afford to run their own cars. If a char-a-banc could be proved to do, say, eight times as much damage as a touring car, it would still behove us to remember that in so doing it gives enjoyment to eight times as many people, and that in general its patrons are drawn from a class to whom a country ride and fresh air represent real benefits not always obtainable.

We do not wish for a moment to argue that the poor man's motor should be given free leave to break up the roads which



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will come, and we hope it will come before very long, when enormous numbers of machines will come back from the Continent and return to civilian life. Some of them will no doubt be in excellent condition. Others which can hardly claim so much may be reasonably sound. Others, again, will be mere ghosts of their former selves. It will be impossible to probe into the lurid past of many of these relics without a very thorough engineering knowledge, and even the expert may be deceived as to the condition of a piece of machinery that has admittedly been very roughly used. The obvious results of some serious accident may have been repaired, but no one can be quite certain whether there are not also hidden consequences, as, for example, the local crystallisation of metal, rendering it liable to fracture at the slightest pretext. It seems quite possible that unless some special precautions are taken, hundreds or even thousands of cars will be dumped upon the market by Government departments and by organisations like the Red Cross Society, with results which may well be very detrimental both to their manufacturers and to their ultimate owners.

As suggested above, it is impossible to eliminate every element of risk in the purchase of machinery the past history of

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A useful car for general purposes.

belong to the whole community, but only that the attitude taken towards this form of traffic by other motorists should be moderate and restrained. There are few of us who can claim to maintain such strict observance of the laws and regulations as can alone entitle us to indulge in very free criticism of the delinquencies of others.

HOLIDAY MOTORING.

WHILE the war has been responsible for a big reduction in the number of motorists, and also in the number of cars available for ordinary use in this country, it may fairly be assumed that, provided the weather is reasonably propitious, a good deal of motoring will be done on British roads during the next few months. For one thing, Continental touring of all kinds is, of course, very much restricted, and although the touring agencies may endeavour to persuade people to take their holidays abroad, circumstances combine to detract from the popularity of any such programme. Then again, it has been recently announced that travelling facilities on the home railways have had to be curtailed, and particularly that special facilities over the holidays have necessarily been abandoned, in order that the reduced staffs remaining shall be able to deal with the essential requirements of goods transport. This means that whatever convenience railway travelling at or about holiday time may as a rule have to offer in return for its undoubted discomforts will this year be less in evidence than usual, and consequently there is every encouragement to those who have cars and a few days' leisure to make the best possible use of both.

The average motorist will probably rather welcome the fact that this year he will find upon the roads a greatly reduced number of motor omnibuses and chars-à-bancs; but the general public, who are not fortunate enough to be possessors of cars, will look at these facts from a very different standpoint. Nowadays, most of our seaside and holiday resorts understand something of publicity, and take care to let people know of the attractions they possess. There is probably hardly one among them that does not, among these attractions, give a prominent place to the existence of local motor char-à-banc services. These services have, in fact, added new attractions to many districts. Seaside towns not situated in particularly picturesque country have had to depend entirely on artificial means of supplementing the natural call of their sands or cliffs. The old horsed char-à-banc amounted to very little in the programme of general entertainment, partly because its radius was so limited, and partly because it was operated on lines that do not encourage a good class of custom. The motor char-à-banc goes very much further, bringing within reach of the seaside visitor places of picturesque or historical interest, twenty, thirty or more miles away.

The new type of vehicle necessitated new methods of operation. The old plan of standing the char-à-banc in some public place and touting for custom for an indefinite time until it was fairly full has been given up in favour of time tables and punctuality. The class of custom obtained is to some extent indicated by the fact that all-day trips at fares of 10s. or so are even more popular in most districts than short 2s. 6d. runs. Last summer the movement went further still, and one enterprising motor coach proprietor at Eastbourne ran some finely equipped

Dennis chars-à-bancs as far as Land's End and back, charging a fare which included accommodation for the inside of a week at first-class hotels at various convenient stopping-places on the route.

The future will almost certainly see trips from inland points to the coast, followed by conveyance of the char-à-banc and its passengers across the Channel, and a tour through, say, Normandy or Brittany. This kind of trip was well within the scope of probabilities for the summer of this year, had matters maintained their normal course. As it is, the majority of the best char-à-banc chassis were commandeered at the outbreak of war, and are now serving under standard lorry bodies. In most cases it has been impossible to replace them, since all our principal heavy vehicle manufacturers have been fully engaged on Government contract work. How far those remaining will find custom awaiting them remains to be seen, but the writer's impression is that motor coach

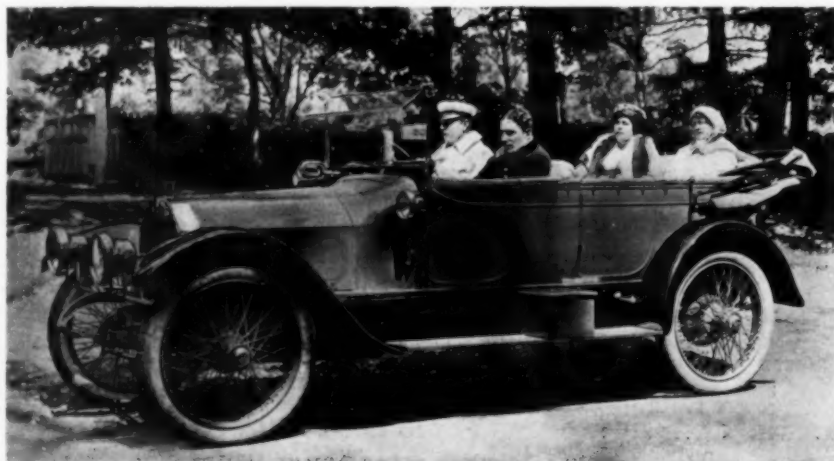
proprietors who formed pessimistic views as a result of their experiences in August of last year will be pleasantly surprised at the business they will find awaiting whatever machines they have at their disposal, provided that the cars are reasonably reliable and the bodies reasonably comfortable.

ITEMS.

A useful suggestion has recently emanated from the Automobile Association. It is that, in view of the darkened state of the streets, it would be to the advantage of all road users if the kerbs at corners and of street refuges were whitened. This proposal was laid before the Commissioner of Police of the Metropolis, and has been already acted upon by several authorities. The example thus set might well be followed in every town where the lighting has been greatly reduced under the regulations made by the Home Office.

For some time past the old established firm of Moseley and Sons have been producing over-size tires for American cars, among the most useful sizes being a 31in. by 4in. cover, which is interchangeable with the smaller covers usually fitted to Ford cars, and a 33in. by 4½in. cover for Studebakers. It is now generally admitted that the large tire is the most economical in the long run, but many car makers still under-tire their cars, a defect which firms such as Moseley's have now enabled owners to overcome with a minimum of expense.

We have received the 1915 catalogue of Messrs. Bentley and Bentley, Limited, the sole concessionaires for Great Britain and the Colonies for the D.F.P. cars, one of which achieved such a creditable performance in the last Tourist Trophy Race in the Isle of Man. We note that all the models are unchanged with the exception of the 12-15 h.p. speed model. For this is substituted the 12-40 h.p. Tourist Trophy model. This car retains the general features of its predecessor, but the engine has been greatly improved, as a result of the makers' experience in competitions, and now develops more power. The 12-15 h.p. Standard model is retained, and it is found that the greatest demand is for this car and the smaller 10-12 h.p. The latter is a powerful little machine, with most of the good points of a full-powered car. Messrs. Bentley inform us that they are still obtaining regular deliveries of the D.F.P. chassis from the Paris works, and are able to execute orders in a reasonable time.



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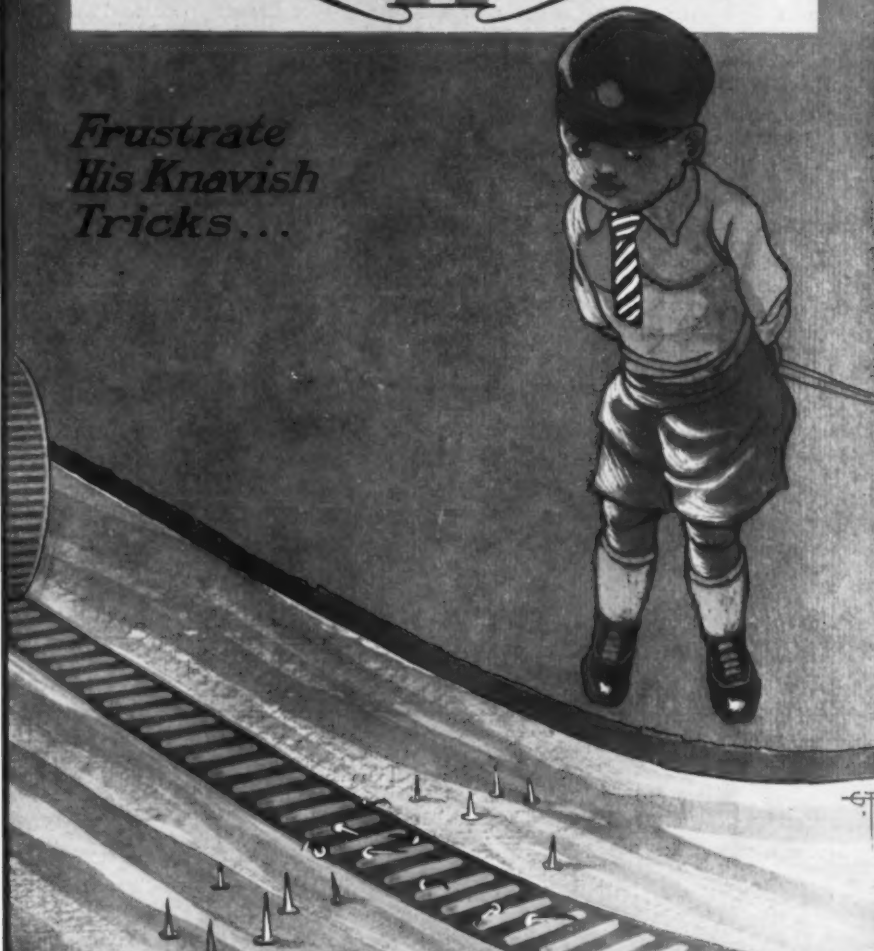
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SHOOTING NOTES.

THE KANSU WAPITI.

AMONG the most interesting of the mammals secured by Mr. Fenwick Owen and myself during our expedition in China was a species of deer hitherto unknown save through the skin of a female forwarded to the British Museum by Dr. J. A. C. Smith. This fine animal has been named *Cervus kansuensis*. Until comparatively recent years wapiti were supposed to exist in a wild state only in America. In addition to being found in Central Asia, there is now the species—for if not actually a wapiti, it is so closely allied that in horn growth it is practically indistinguishable—found in Western China. The huge forests which originally existed on the borders of Eastern Thibet have during the course of centuries been fearfully depleted. The natural home of the wapiti providing cover and secure shelter during the hard winters, deportation alone, even to the enormous extent to which it has been carried, would have had but small effect on their numbers. They have, however, been reduced to an even greater extent than have the firs

and pines which form their home. Nor is the reason far to seek. Whatever the medicinal value of hartshorn, its efficacy has been magnified a thousand-fold by the Chinese. The wretched wapiti have but practically two months' immunity from slaughter during the whole year, namely, May and June. They shed their horns in April, and therein is their sole safeguard, for in their horns lies their commercial value.

One cannot blame the native. He sees a means of making more in one day than he could otherwise in all the rest of the year, for a good pair of wapiti horns will fetch seven or eight pounds at first hand, and at the same time gratifies his love of hunting. But unless the Republican

party place the preservation of big game on their programme, the wapiti of Kansu is doomed, like the quagga and the American bison.

An adult stag stands about fifty-seven inches at the shoulder and weighs (approximately) five hundred and thirty pounds (a North American wapiti scales about seven hundred pounds). Speaking generally, I should describe their appearance as resembling a Scottish red deer in shape and build, but more uniform in colour, much larger, with the roar of a red deer and the horns of a wapiti. The markings on the haunches and tail are more or less similar to *Cervus elaphus*, instead of the uniformly coloured rump patch of his big relation. He

is, in the winter, brown-grey all over, and has not the distinctive dark neck and light body of the American animal. The legs are darker than the body. The females are relatively smaller, and I was much struck by the apparently abnormal size of their ears. I saw only three stags, and cannot, therefore, speak with authority as to their horn growth. They shed in April, the horns being complete in September. They are said to start roaring

about the third week in October, though I never heard one until November 1st. The roar is quite different to the wonderful ringing bugle of the American wapiti, which is one of the most musical sounds emitted by a wild animal. They are kept in captivity by the Chinese, who saw the horns off annually when in the velvet. Many such captives are in wretched condition, though I saw two kept by the Prince of Choni which looked remarkably fit. One at Taichow was known to be over thirty years of age and grew miserable little horns.

"The Kansu deer," wrote Mr. Lydekker, "is probably only a dark-coloured race of the Szechuan and Yunnan *C. macneilli*."

FRANK WALLACE.



THE SPLENDID REWARD OF A DIFFICULT STALK.



G. F. Owen.

TYPICAL WAPITI GROUND IN KANSU, CHINA.

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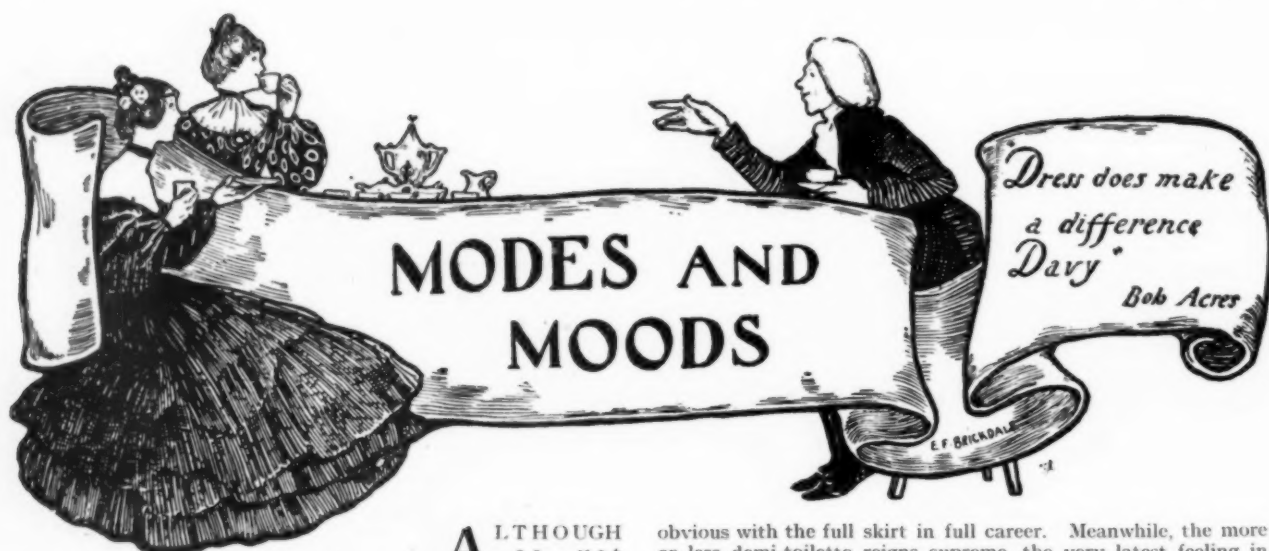


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larger than the proverbial man's hand, there are signs and portents that, given a shadow of an opportunity, the very shapely pointed bodices, cut short over the hips, will be in the van of fashion for evening wear. This, with the *moyen âge* still with us, is going from one extreme to the other, yet one feels how singularly sympathetic such a corsage is with the fuller skirts. Nor is there, of a fact, a more becoming line than this pointed bodice, slit a mere scintillation above the point, and gradually widening until the décolletage is reached, the hiatus thus left being filled in by folds of soft lace or net, and decorated with three flat bows of velvet or ribbon. Divers attempts have been made from time to time to revive the mode, and, so far as my memory carries me, always with success, so far as appearance went. It is a style that craves, among other items, the short, close fitting elbow sleeve ruffled, than which there is no more attractive arm finish—very feminine again. Few will regret the passing of the sleeveless corsage, which has grown more and more theatrical in suggestion, and now strikes an altogether inharmonious note.

To return, however, to points and facts. The main trend at present is to keep evening gowns as short as day ones, allowing a liberal display of ankle. As goes without saying, the result is an essentially girlish appearance, and one cannot possibly vision any woman past her youth accepting such a decree. But trains have been conspicuous by their absence for some long while now; consequently the expectation is justified that the pendulum should shortly swing back in their direction, albeit there are few indications that this will be so, the impossibility being

obvious with the full skirt in full career. Meanwhile, the more or less demi-toilette reigns supreme, the very latest feeling in this regard hinting a happy mean between a quiet dinner and tea gown, in which the long, transparent coat plays a large and elegant rôle. There is a singular charm in these filmy, artistic confections, which are now almost invariably completed by long, quasi-Bishop sleeves. In some instances the loveliest metal brocades are being culled to their service, these on occasion sufficing to completely conceal a full evening toilette beneath. For the most part, however, plain satin or taffetas underslips are worn, which can, according to taste and requirement, be so arranged as to pose the evening gown *en grande tenue* when required. Such a scheme is provided in the adjoined picture of one of these war-time evening toilettes, the under-dress of soft black satin falling in straight, classical style from shoulders to hem, and merely held lightly to the figure by a ceinture of dull gold and silver tissue roses.

For the coat black net is requisitioned, and this, together with the satin décolletage, is trimmed with an old gold galon, interwoven with a delicate line of old silver, the tassels introduced being carried out in a like alliance. Clearly, such a design could not be dated; it belongs to no particular period, but is a thing of artistic line and restrained grace, without possessing the abandon of the teagown proper, or the conventionalities of a regulation dinner gown. Necessarily reserved for the future are the beauteous brocades, firmer satins, and taffetas designed to create the tempestuous evening frocks of which the text is already written, but which must, to put the case quite frankly, await the hour when these fabrics can be securely acquired. At present, shortage of everything, including labour, exacts the most careful handling of dress in all its aspects.

An event always eagerly anticipated, and which we are not to be deprived of this year, notwithstanding all the adverse circumstances, is the unique display of the season's fashions at Harrods', Brompton Road, S.W. This, as a matter of fact, is something more than ordinary display, the admirable procedure being adopted in each department of offering certain of the newest creations at



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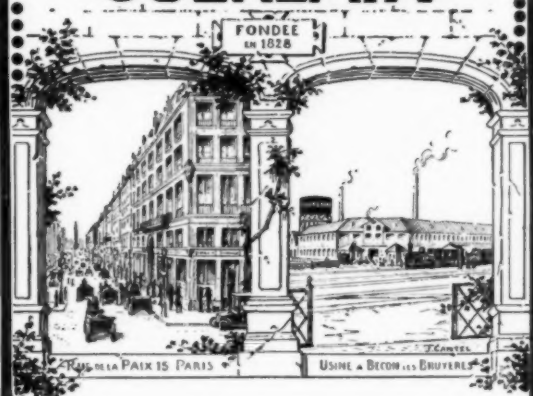
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particularly low prices. The opportunity thus provided of picking up absolutely new wearing apparel at bargain prices has never failed of attraction, and will, in all probability, this season prove more than ever alluring in view of the necessary economies most of us are practising. One only proviso is made by the authorities in connection with the affair, the which, by the way, commences on Tuesday, the 27th, and it is—that the particular goods in question are only to be procured by a personal visit. They cannot be ordered by post or telephone, although a specially illustrated catalogue will be forwarded to clients on application.

As it is impossible to treat of all the numerous departments affected, I can only dip haphazard into the wealth of choice for a few examples, such as a smart practical wrap coat, an exact copy of a Paris model, made in the best quality wool velour, lined throughout with silk in tone, and finished with red pipings on epaulettes and cuffs. Made in Harrods' own workrooms, in itself a guarantee of the best workmanship, the price during the display week is only 3 guineas; while for more dressy wear there comes a model in good quality soft black moire, the lower part very *godet* as now decreed, that will stand *pro tem.* at 84s., a number of navy coating and soft covert wraps dropping to 73s. 6d.

An eminently interesting section is that devoted to hat trimmings and the little etceteras of dress, items that in the ordinary way and at the customary prices run away with such appreciable sums of money. Black suede walking shoes, too, at 16s. 9d., are well worth following up, together with some white washing doeskin gloves at 3s. the pair, or with elastic wrists 3s. 6d. And again, let it be made quite clear that these amazing offers stand good for one week only. L. M. M.

For Town and Country

SPRING RENOVATIONS.

IT was not until the strong sunshine of the last few days revealed the weak places in carpets and curtains that most people realised that, in spite of the war, household matters must go on this spring as in others; and it was just at this opportune moment that Messrs. Hamptons of Pall Mall East elected to bring out a fascinating catalogue of their new season's goods. One always associates Hamptons first and foremost with furnishing fabrics, and in these there is no lack of charming examples, illustrated by excellent colour plates. The tendency of the last few seasons has been to increase the size of designs until it became difficult to find anything not too overpowering for a small room. Hamptons have evidently noted this tendency with a view to correcting it, and as a result are showing some



A REST CHAIR AT HAMPTONS.

effective patterns for larger rooms, among which a lovely Chinese cretonne, the "Kwanti," and a highly decorative printed linen with a design of peacocks and grape vines in striking colourings, stand out as of exceptional merit.

Technically, it would have been more correct to discuss carpets before curtains, for though one's first impulse is to economise in the more expensive items this year, carpets are a necessity and must be renewed if necessary. Nor need this entail formidable outlay if one shops warily, for, apart from real old Persian and Turkey carpets, which always command a high price, Hamptons are showing some wonderful copies most moderately priced, and modern adaptations of old designs of all kinds. Among these, the No. B 1915 Axminster, a quality represented by 120 new designs, is extremely satisfactory.

A great advantage of shopping at Hamptons is that one can get chintzes, china and wallpapers to harmonise. In the latter they have some exclusive designs of their own, and also stock those of the best Continental and American makers; and in china there are some charming reproductions of old wares, a specially pleasing one being the "Ming," a reproduction of an old Chinese model in tea, breakfast, coffee and dessert services.

Space forbids our dwelling on the subject of furniture, but with a view to the fact that too many of our readers are concerned just now with the care of invalids, we would draw

charming small patterns in cretonnes, notably the "Ellerdale," a dainty single flower powdered over a small, delicate lattice background, and the "Arkwright," a beautifully disposed trail of purple pink blossom relieved with touches of black on a grey background, which can be had in other colours. On the other hand, there are some extremely

attention to a large armchair, in solid oak, with adjustable back, reading arm and leg rest, one side fitted with a large rack for new papers, magazines, etc., the other with a smoker's cabinet, both racks folding up into the chair frame, comfortably upholstered in brown corduroy.

PERISCOPES FOR THE FRONT.

When the idea of periscopes for use in the trenches was first mooted, it was treated with a certain amount of scepticism. Why, it is impossible to say, for the obvious common sense of an instrument which would enable an officer to direct operations, or a soldier to fire effectively, while remaining in absolute safety under cover instead of exposing himself to the fire of the enemy above the parapet of the trench, would seem unanswerable. Time, indeed, has proved the life-saving value of the instrument. All who have tried it speak warmly in its favour, and when addressing the Canadian Division lately, Lieutenant-General E. A. H. Alderson, C.B., pointed out the necessity of using the periscope in the present war if unnecessary waste of life was to be avoided. The earlier periscopes were somewhat unhandy contrivances, though useful enough. Now an excellent model has been brought out by Messrs. F. Duerr and Sons, Manchester, S.W., light, strong, compact and rigid, which meets the requirements not only of trench warfare, but of use when advancing under fire. The "Lifeguard" Patent Pocket Periscope, as it is called, has a patent collapsible frame of tough steel, heavily coppered and dull nickel plated to render it rust proof. The mirrors, of the best British plate glass, are an eighth to three-sixteenths of an inch thick, and 4½ in. by 3½ in. in size, seated in rubber so as to protect the silvering from damp. The mirror cases are of aluminium, so as to give the minimum additional weight, finished with dull black enamel. The size of the periscope is 4½ in. square by 2 in. thick when closed, extending with a single movement to 2 ft., raising the line of sight any required elevation from 6 in. to 20 in., and giving clear cover from rifle fire up to 15 in. When closed the space available inside the periscope for other articles is 4½ in. by 3½ in., by 1½ in., so that the periscope itself takes up very little space. The weight of the whole thing is only 22 oz., while the waterproof khaki case, provided with a belt loop, weighs 4 oz. Some idea of the usefulness of the instrument may be obtained from the fact that even with only 1 in. of mirror projecting above cover the field of view is 25 yds. at 100 yds. range. Its extreme lightness and the almost instantaneous adjustment enable it to be controlled by one hand, while owing to the care which has been taken to ensure a dull finish to all parts, it is as nearly invisible as can be. The price, complete with a spare mirror and polishing cloth in a cloth-covered leather bound box, is only 12s. 6d., or in a waterproof khaki cloth case for the belt, and, packed in a box, 15s. The "Lifeguard" has been described as a perfect periscope for the present mode of warfare, and it certainly has won the approval not only of the War Office, but also of men who have used it for practical purposes. We would advise our readers who are interested in military equipment to write to Messrs. F. Duerr and Sons, who are the sole manufacturers and patentees for prices and further particulars.

DR. BARNARDO'S BOYS AND THE SERVICES.

Nobody has more money than they know what to do with just now, but among charities which certainly ought not to be overlooked is (or ought we to say are?) Dr. Barnardo's Homes. Boys from these homes are doing splendid work in both Services at the present time, though as the institution has been in existence close on fifty years it is impossible to say how many of its members are actually serving. Roughly speaking, at the very least 600 Barnardo lads came over with the first Canadian Contingent, including the son of an old Barnardo boy who married a Barnardo girl; 166 have enlisted in the home army since the war broke out; and 208 boys trained at the Watt's Naval School—"The Handy-man Factory"—in the last four years are now in the Navy; indeed, Barnardo boys have been in all the naval engagements. Three hundred lads are constantly in training at the Watt's Naval School, thirty-six of whom have joined the Navy since last August, and 8s. a week is the cost of their maintenance and training. To help make good the inevitable losses that must occur in naval engagements is a very practical way of contributing to war expenditure, and in order that the scope and usefulness of the school may be extended to its utmost, gifts will be very gratefully received. They should be marked "For Handy-man Factory." Cheques and orders, payable to "Dr. Barnardo's Homes," may be addressed to the Honorary Director, William Baker, M.A., LL.B., 18-26, Stepney Causeway, London, E.

MILLINERS TO THE BRITISH RED CROSS SOCIETY.

To speak of millinery in connection with the ladies who are doing such splendid service with the British Red Cross Society sounds incongruous, to say the least of it. Nevertheless, since seasonable hats are a necessity, we have pleasure in announcing that an appointment to supply them has been given to Messrs. Scotts, Limited, 1, Old Bond Street, Piccadilly, W. The hats chosen are made in a pretty blue straw, trimmed with a plain band in a distinctive design, and special pains have been taken to ensure that they shall be comfortable fitting.

ROYAL EXCHANGE ASSURANCE.

At a court of directors, held on April 14th, the directors decided to recommend the general court to be held on the 28th inst. to declare a further dividend of 6 per cent., free of Income Tax, making 10 per cent. for the year 1914.

Born 1820
—Still going strong.



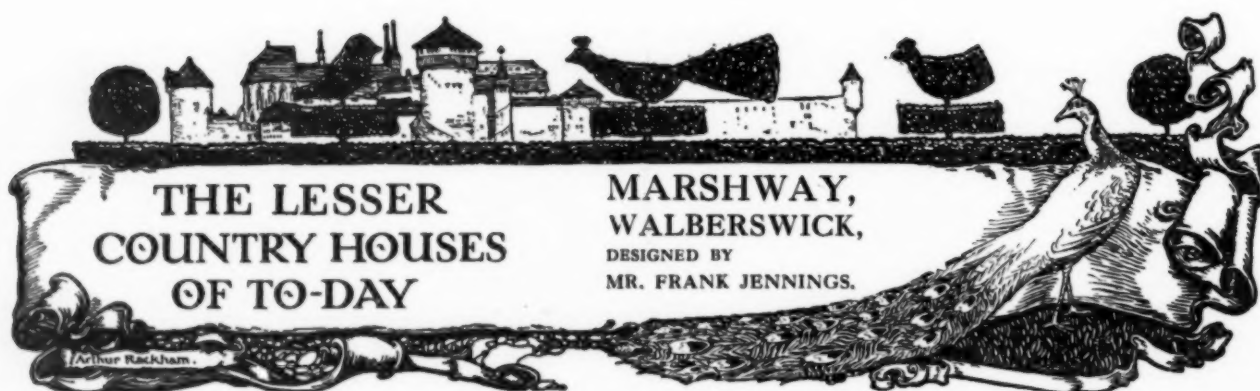
JOHNNIE WALKER : "You've heard what the War Minister says about you ! eh?"

AVIATOR (R. F. C.) : "Yes ! He describes us as your friends describe you."

JOHNNIE WALKER : "How's that?"

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FOR many people, not necessarily too fastidious, the pleasures of seaside places are prejudiced a good deal by the base architectural shapes which they take. Nowhere are we more inclined to pray for an ædile who will exercise some control over the speculative builder to whom such resorts usually owe their creation. Perhaps this bad state of things is due to the fact that resort to the sea by the multitude is not an ancient way of pleasuring. Brighton, Ramsgate and Margate have some pleasant old terraces, with their flavour of the Regency; but if we except the old ports which owed their shape to commerce rather than pleasure—*e.g.*, Aldeburgh and Sandwich—the architectural aspect of sea fronts is as bad as can be. The opportunities were great. In competent hands new places like Bournemouth might have taken on the orderly distinction which belongs to some Continental seaside towns.

It is the more pleasant, therefore, to find a place like Walberswick, which has followed a better way. This little Suffolk fishing village

has grown much of late years. Had the builder of villas been allowed free course the charm of the place would have evaporated. But a better spirit was abroad,



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and there was, fortunately a local architect who was wise enough to understand and cared to follow the Suffolk tradition. We now illustrate the little house which Mr. Jennings designed for his own use. Although the original Suffolk type of cottage was essentially a timber construction, it was not the common practice to show the framework outside, but to plaster it over. The "black-and-white" manner never therefore became a local characteristic. The frame was set up on dwarf walls with brick chimneys; then the whole gable end began to be built in brick, until in time timber was supplanted altogether. Weather-boarding was used a good deal, as is natural enough in such storm-swept country, but it was generally of poplar (instead of elm, as customary in southern counties), and the bark was not

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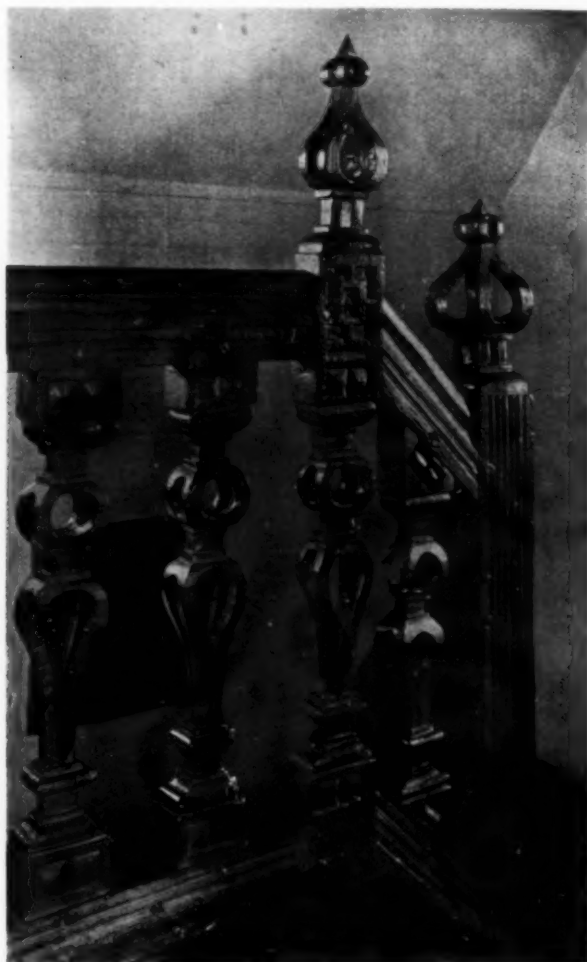
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FROM THE SOUTH.

"C.L."

stripped, but allowed to drop off gradually as the boarding weathered. For roofs, thatch was almost universal, and of reed, not straw. The name of the house marks its placing on what was once marshland, and the reeds for the thatch are marsh reeds. An old practice, revived by Mr. Jennings, was to work some gorse into the thatch, a course which discourages birds from building in it. Reed is in any case less attractive to nest makers than straw thatch. The general aspect of the house is markedly picturesque, but this is not secured at the price of an inconvenient plan. The little oriel is not strictly a local type, but it is found as near as fifteen miles inland, and its practical convenience more than justifies its use. The living-room follows tradition in showing the timbers inside, and the low beam over the fireplace is another local touch. The staircase is a singularly

fine old example of early seventeenth century work, and was rescued from a cottage demolished at Stanton, near Bury St. Edmunds. Other details, such as a few doors and



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DETAIL OF OLD STAIRCASE.

"C.L."

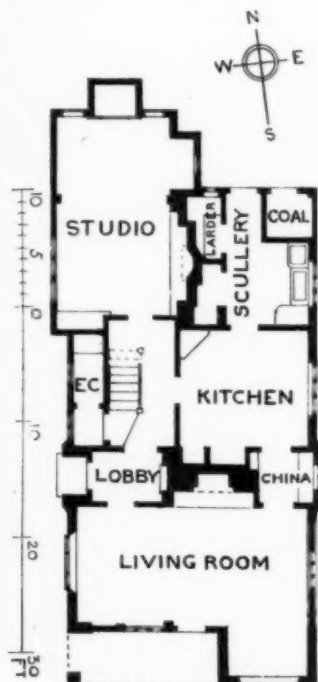
beams, are also *dissecta membra* of cottages that have disappeared. In a future issue we shall show some other cottages of different yet strictly local type which Mr. Jennings has designed near by. L. W.



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JAMES STUART AT PORTMAN HOUSE AND SPENCER HOUSE.

THE witty animus of Horace Walpole and the dogmatic partiality of Joseph Gwilt have combined to place James Stuart on an architectural pedestal which he himself would, we may well believe, have been the very last to desire to occupy. Accounts agree that he was a man of personal modesty and charm, more of a painter by instinct than an architect, and incapable of serious rivalry with a genius like Robert Adam.

It is noteworthy that Adam refers to him with kindly respect, while Stuart himself paid the tribute of a flattering imitation. The essential difference between the two is that vigour and originality are lacking in the small amount of architectural work actually carried out by Stuart. His real service to architecture was that of his collaboration with Revett in the production of the "Antiquities of Athens," which appeared in 1762. Even that stout anti-Grecian, Sir William Chambers, grudgingly admits the beauty of the delineation, and the book is still the best summary of the work of the great age in Athens.

The most widely known work by James Stuart is the interior of the chapel at Greenwich Hospital. It is a somewhat tame and over-ornamented piece, which is commonly described as "in the Adam style," whereas it lacks the distinctive touch and point of the original. To some critics, the fact that they can trace the correct anthemium and fret of the Greeks in Stuart's ornament conveys the idea of the "purity and chasteness," qualities correspondingly held to be lacking in detail originated by Adam. This style of criticism tends to absolute sterility, and is contradicted by the practice of

the greatest decorative artists, who have known how to combine elements derived from a very wide field. It is the final harmony and sense of style conveyed by the result of an interior, as a whole, that is at stake, and it is in this field that Robert Adam's decisive triumphs were won. James Stuart had the opportunity of his life when the



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learned Mrs. Montagu, "Queen of the Blue Stockings," decided to erect her palace in Portman Square. So much has been written of late on this learned lady that it is superfluous to describe the unique position that she created for herself. Immensely wealthy from a marriage with an



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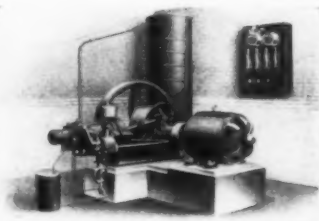


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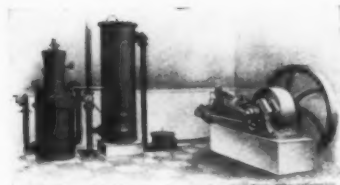
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owner of coal pits, she was devoted to social entertainment and having the art to touch many circles was enabled to gather the most widely assorted companies at her dinners and receptions. They did not so much mix as form little groups, and the enquiring outsider would seem to have flitted from one to another, for all the world as though he were sampling the oratory in Hyde Park. Lord Lyttelton, Dr. Johnson, Mrs. Hannah Moore, David Garrick, Dr. Burney, Horace Walpole and others too numerous to mention illustrate this variety.

It is ridiculous to credit Mrs. Montagu with any real perception of literature and art deeper than a keen *flair* for the current of fashion, and the time at which to vary in accordance with its mood. Adam, in 1766, did some beautiful work for her house in Hill Street, which at the



PORTMAN HOUSE: SMALL DRAWING-ROOM.

time she lauded to the skies in her extravagant vein, but whether through the influence of Walpole or moved by a mere desire for novelty, she passed him by for Stuart when her palace was to be erected. That the choice was a bad one may be seen by comparing the exteriors of Lansdowne House and 22, Portman Square, while interiors by Adam of about the same date in the square itself reveal more originality and beauty than Stuart could ever achieve.

Portman Square was laid out in 1773, and Mrs. Montagu's lease was granted in 1775. In May of that year, Walpole, writing to Mason, says: "Apropos to authors, the husband (Edward Montagu, grandson of the first Earl of Sandwich) of Mrs. Montagu of Shakespearshire is dead and has left her an estate of seven thousand pounds in her own power. Will you come and be a candidate for her hand? I conclude it will be given to a champion at



PORTMAN HOUSE: ANTE-ROOM.

some Olympic games, and were I she, I would sooner marry you than Pindar."

A letter from Mrs. Montagu to the Duchess of Portland in July, 1779, is highly characteristic: "I was greatly mortified that it was not in my power to wait on Mrs. Delany one morning when she told me she should be at home, but I was detained at my new house by my architect with whom I had before made an appointment. He came at the head of a regiment of artificers an hour after the time he had promised. The bricklayer talked an hour about the alterations to be made in a wall: the stone mason was eloquent about the coping of the same wall: the carpenter thought the internal fitting up of the house not less important: then came the painter who is painting my ceilings in various colours according to the present fashion. The morning and my spirits were quite exhausted before these important persons had the goodness to release me. I did not get back to my dinner till near 5 o'clock."

We can get an idea of the state of the house at this time, because, in a letter to Mrs. Carter of July 7th, 1777, Mrs.

Montagu writes: "Mr. Stuart tells me my new edifice rises pretty fast tho' the weather and scarcity of bricks have a little retarded it, however, the floor above the basement advances." By October in that year it was well advanced, and on September 21st, 1780, she says the house had been finished a year and a half ago, but the porte cochère and garden wall were then being built.

Her first letter from Port-

man Square is dated December 15th, 1781, addressed to Mrs. Carter and saying: "On Tuesday I changed my mediocre dwelling in Hill Street to my great mansion in Portman Square. I wish I had the bills for it but I



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have not got them." At the same time James Wyatt was decorating Sandleford and Capability Brown improving the grounds there. Mrs. Hannah Moore comments on the nervous tension and perpetual strain of the life of her apparently frail and fragile hostess, who lived, however, to a great age, dying in August, 1800.

The house warming was held on February 22nd, 1782. Walpole, however, was at a private view, for he writes to Mason on February 14th, 1782: "I dined on Monday with the Harcourts at Mrs. Montagu's new palace and was much surprised. Instead of vagaries it is a noble simple edifice. When I came home I recollected that though I had thought it so magnificent a house there was not a morsel of gilding. It is grand not tawdry, nor larded and embroidered and pomponned with shreds and remnants, and clinquant like all the harlequinades of Adam, which never let the eye rest for a moment."

The "feathery bower" was in hand two years later, and even in 1791, after the death of Stuart, Bonomi was engaged on the ceilings of the ballroom. Consequently a good part of the present decoration was subsequent to Walpole's account. The date of the Angelica Kaufman paintings of the reception-rooms is, however, given as 1781. Edward Burney, brother of the authoress of "Evelina," executed some of the Shakespearian subjects. It is difficult to understand what Walpole's enthusiasm for the new house was based upon, apart from the joy of a good hit at "our most admired Adam." Most probably it was the atrium-like hall, and the vestibule leading to the staircase, which, deriving in plan from Pompeian examples, may at that time have seemed to strike a truly classic as well as a novel note. Walpole was not a sufficiently well equipped critic of architecture to realise that the amount of space occupied by, and the detached position given to this house, would of themselves give an air of grandeur, by force of comparison with the generality of town houses built under the usual severe restrictions of scale and site.

The "Great Room" or ball-room is distinctly clumsy in effect, with its exaggerated columns, and it is curious to note the fact that Stuart is no more correct than Adam himself in his handling of the entablature in relation to the segment arches above. The treatment of the room was reactionary in that it was bringing back that scale and those features of temple architecture against which Robert had protested so strongly in his prefaces as well as by his practice. The room at present has Sienna marble scagliola pillars on a red striped ground, whereas Mrs. Hannah Moore speaks of the "great room" having Verde Antique pillars. These are used in



SPENCER HOUSE: CEILING OF ALCOVE ROOM.

the dining-room on the ground floor, which was Mrs. Montagu's library, and the authoress may have confused the two rooms. The famous bower room, hung with real birds' feathers, must have been a mere freak. It is now a simple

square room with an "Adamitic" ceiling which is graceful in itself. Walpole writes from Strawberry Hill on June 14th, 1791, to Miss Mary Berry: "Mrs. Montagu was splendid yesterday morning and breakfasted seven hundred persons, on opening her great room, and the room with the hangings of feathers. The King and Queen had been with her last week. I should like to have heard the orations she had prepared on this occasion." One would also like to have had his description of the "feathery bower of Montagu," sung by the poet Cowper.

Between this boudoir and the ball-room is a long narrow gallery or ante-room with one end treated as an apse in Adam fashion. The segmental vaulted ceiling, by its confused lines, which are not



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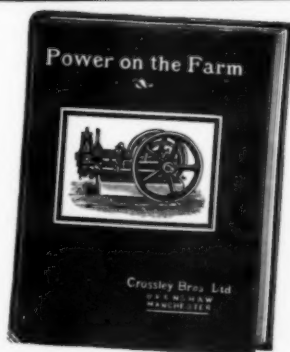
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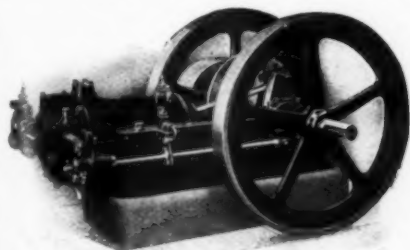


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free from an effect of distortion due to want of judgment in the arrangement of the main lines of the curves employed in its decoration, reveals Stuart's lack of grasp of the secret of Adam's methods. The staircase is very dull and square, and lacks the play and variety with which Adam knew how to redeem the well-like tendencies of the London staircase. The back façade is a mere carcase of stock brick, and the main front is not equal to the back of 20, Portman Square as a composition.

Stuart's other opportunity was the design of Lichfield House, which is on the same side of St. James's Square as the Adam masterpiece for Sir Watkin Williams-Wynn. This façade is an application of a temple front to a town house, and shows none of the originality and power of design of its neighbour. In the interior it might be taken for an Adam house in the absence of a knowledge of the real thing. Perhaps the best of all Stuart's interiors is to be found at Spencer House, St. James's. The house itself is a fine late work of the Kent-Burlington school carried out by Vardy, the architect who completed the Horse Guards with the present cupola turret in masonry.

In the interior of Spencer House all the ground floor rooms are distinctively Kent-like, and only one bedroom and the end boudoir on the first floor can be considered as distinctively of Stuart's work. The bedroom ceiling is on Adam lines without, however, displaying his peculiar decorative gift. The treatment of the boudoir appears to follow

from Vardy's plan, as given in *Vitruvius Britannicus*, but the architecture has apparently been entirely detailed by Stuart. It seems likely that the actual paintings were also executed by him.

The style is that highly coloured arabesque scroll-work which James Wyatt also used, in direct imitation from the Italian, that rather over-coloured version which seems to owe more to Giulio Romano than to Raphael. The room as a whole is rather spotty and criard even now, and seems deficient in the true relation of colour and ornament. It is, however, a fine interior, as the illustrations will show.

It is not clear whether the staircase, the walls of which are treated with flat Ionic pilasters united by Pompeian wreaths carrying a great barrel coffered vault above their entablature, is of Stuart's design. It is too dark and lofty to photograph in a way which would adequately explain the scheme.

James Stuart died in 1788 at the age of seventy-five. The great work which he accomplished with the aid of Revett in the publication of the "Antiquities of Athens" was destined to exercise an immense influence over the first quarter of the nineteenth century. This Greek Revival, as it has been called, for the time being passed like a flood over the work of Robert Adam and his generation, and it has needed the clarifying perspective of time to re-establish the levels.

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an illumination as architecture or painting, and, indeed, the three arts were often practised by the same hand. Michelangelo is the supreme example of this, but Donatello and Michelozzo in the fifteenth century, and Bernini in the seventeenth, are hardly less striking witnesses to the community of the arts.

When we turn to England, however, we do not find any sculptors of the same calibre as Inigo Jones or Sir Christopher Wren among architects. Nicholas Stone, who worked so much with Inigo Jones, was a sculptor of considerable capacity, but he cannot be regarded as a great master.

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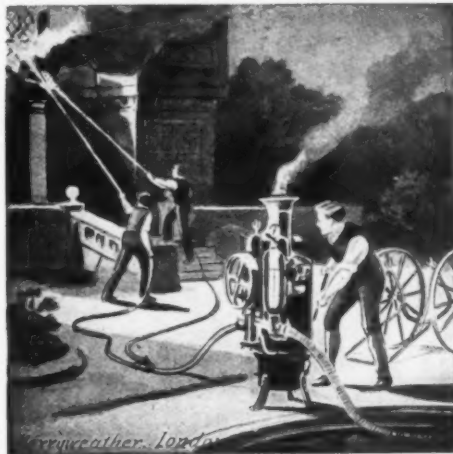
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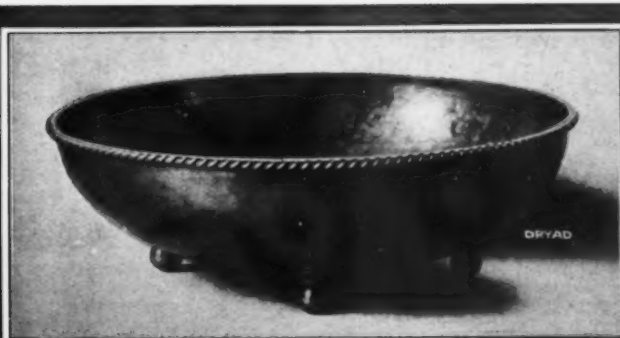
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Photos of other designs on application. Dryad Works, C dept., Leicester



A BIRD BATH.

At the end of the seventeenth century the main business in this direction was in the hands of a Dutchman, Jan Van Nost, and among his followers was another Dutchman, called Scheemakers. It is true that we may technically claim Joseph Nollekens as an Englishman, because he was born in Soho, but his father was a native of Antwerp.

We cannot, indeed, make much claim for English sculpture until we come to the end of the eighteenth century to the work of Flaxman and Chantrey. We are the more entitled, therefore, to be proud that the greatest sculptor who ever worked in England, Alfred Stevens, was English born and English bred, even though, in his artistic outlook, he was a sixteenth century Florentine, born out of due time. In the last fifty years, however, there has been a notable change, and we now have a living English school of modern sculpture which can

hold its own with those of other countries. Better still, the general public, by whose enthusiasm alone any art must live, now takes a great and growing interest in what has been so long the Cinderella of the arts.

We see it in an improvement in public monuments, and perhaps even more intimately in the growing demand for figures of artistic merit in the garden. The eighteenth century was satisfied in the main with replicas of more or less good classical sculpture. Among the more ambitious groups none was more popular than Gian di Bologna's *Samson Slaying the Philistine*, generally, but incorrectly, known as *Cain and Abel*. That is not to say that there was not a good deal of fairly original work in the eighteenth century, such as the kneeling figures of *Time*, supporting a sundial, one variant of which, from the garden of Little Ridge, is now illustrated. The mere reproduction of old examples is, however, neither enterprising nor likely to promote the interests of sculpture as a living art, and it is surely better for a modern designer to employ some such delightful fancy as the little boy (now illustrated) who presides over a bird bath. His attitude clearly suggests, "I am not coming back, and I am not going in." The modelling is fresh and vigorous, and it was a pretty thought to provide him with a bird cage by way of seat. It is, of course, necessary that such garden figures should be well placed with reference to the general design of the garden. Too often they are set down without reference to any other feature. A further illustration shows yet another form of bird bath. The presiding deity in this case is a boy Pan, summoning his feathered friends with the pipes. Although it is a small ornament it takes on a certain dignity by being placed on a circle of rough paving and backed by a stout masonry wall.



INFANT PAN AND BIRD BATH.

GARDEN SEATS: THEIR DESIGN AND PLACING.

GARDEN seats may be divided roughly into two categories, *i.e.*, fixed and movable. Fixed seats usually have a double purpose; they are not only resting places, but definite features in the scheme of garden design. Many of the garden temples in which the eighteenth century so delighted were, from a practical point of view, nothing more than shelters in classical shape for a seat, whence an attractive view might be enjoyed of a garden vista. In such cases the

seat, like the temple itself, was commonly of stone, which, in our climate at least, is not the pleasantest material to sit on. Stone has the great advantage that it defies the weather.

It also imports into the scheme of design a quality of solid sobriety which is often of great value. Stone, moreover, is a very appropriate material for a seat which is to be permanently set against the background of a wall, and therefore becomes part of it. Even when, however, a seat stands free, there is much to be said for building it of



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A GARDEN CHAIR.

ordinary material. It is best to employ teak or oak, because both defy the weather, and oak in particular takes on from exposure a silvery colour, very attractive when seen against a background of green. Painted deal, however, may be perfectly satisfactory if the wood is thoroughly well seasoned before the furniture is built, but repainting must be done not only carefully, but regularly. The colour to be used must necessarily be a matter of taste, but warm ivory white is, on the whole, the safest. If green be chosen, it should be a blue green rather than a yellow green; dark blue is also satisfactory.

Garden furniture must be stoutly built, but that is no reason why the design should be clumsy, or why little features of decorative interest should be neglected. In the case of the armchair now illustrated, the back is finished at the top by two attractive little pieces of carving. The shorter of the two benches is enlivened by the use of twisted legs, and

stone, because it gives opportunity for the use of classical elements of design to accord with other features which may be in the garden, and this is not so easy to contrive if wood be employed. Two examples of such stone seats are now illustrated. They are set casually on turf; but in most gardens it is better to place them on an area of paving, which not only emphasises their artistic appearance, but is also more practical in our damp climate.

For small gardens which do not seek that air of dignity associated with stone seats, wood is the more



A COMFORTABLE BENCH FOR A SMALL GARDEN.

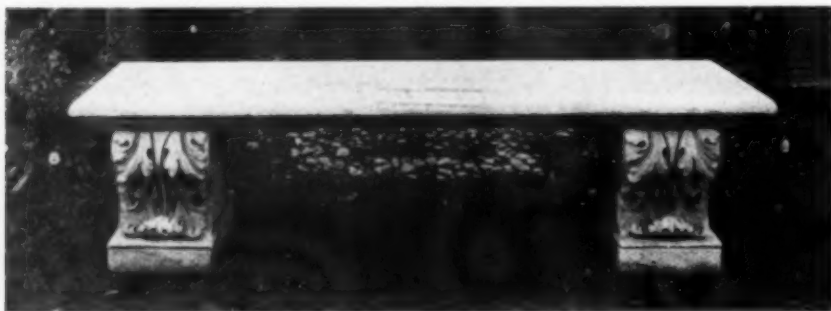
in the longer one clever use has been made of the more refined elements which we associate with the name of Sheraton. The advantage of seats of comparatively light build is that they need not be permanently placed in one spot. In high summer a bench like the Sheraton example can be put in the shade, and moved in late autumn to the place where the sun is strongest. From the point of view of mobility there is much to be said for cane work. Twenty years ago the mention of a basket chair called up visions of a shapeless seat, covered with sticky brown varnish and creaking abominably. Of late, however, the art of the basket worker has been revived to very good purpose. Many varieties may now be obtained, combining considerable beauty of form with a rich comfort not to be secured from any other sort of garden seat. More and more does the garden tend to be regarded not merely as so much space for the growing of flowers, but as an open air extension of the house, where people live and work as much as the vagaries of our climate allow. We do not tolerate ugly furniture in our houses, and it is not reasonable to neglect in garden furniture the same care for design and comfort.

ART AND ARCHITECTURE.

Bernini and Other Studies in the History of Art, by Richard Norton, (Macmillan.)

MR. RICHARD NORTON is one of those discerning students, like Professor Allan Marquand and Professor Frothingham, who have made the United States so justly respected in the field of art criticism.

His present volume reveals knowledge coupled with a vivid enthusiasm to which we are less accustomed in this country, where conclusions are usually stated in more measured language. His *apparatus criticus* is not overloaded with technicalities, and he treats his artistic heroes as human beings as well as sculptors and painters, which makes the essays eminently readable as well as informing. Bernini has so long been dismissed as the most debased exponent of Baroque that it is pardonable for his champion to go a little in the other direction. "Bernini," he says, "reproduced a series of works which by themselves would make him unique among all sculptors and which give Rome a distinction and character far more decisive than her ruins or palaces and set her alone and apart from all other cities. These are her fountains." This is surely to put the case for Bernini's fountains rather too high. A most interesting account is given of the Brandegee collection of Bernini's models, which will be especially welcome to European readers, and the examination of his drawings for the Piazza of St. Peter's throws a valuable light on Bernini as architect and reveals the large symbolic idea on which he based his design. In another essay the works of Pheidias and Michael Angelo are examined as expressions of the outlook of classical Greece and Renaissance Italy—a clever study in comparisons. The fine Athena head lately found at Cyrene forms the subject of a sympathetic appreciation, and the volume closes with an examination of that much vexed question, the authenticity of Giorgione attributions. The book is well illustrated and altogether is a valuable addition to the all too slender literature of sculpture, to which it is entirely devoted except for the Giorgione essay.



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S.H.B.

The Practical Exemplar of Architecture: Fifth Series, edited by Mervyn Macartney. (Technical Journals, Limited.)

THE fifth portfolio of the "Practical Exemplar" is, if anything, better than the previous issues. The subjects are chosen with judgment to show a wide range of historical design, with a natural and wise bias in favour of classical subjects. The golfers at Sudbrook Park, Petersham, are fortunate in enjoying a club-house which boasts so noble a cube room as that designed by James Gibbs for a Duke of Argyll. The chimney-piece, with its decoration of military emblems, is especially notable. The Market Hall, Chipping Campden, and the Market Cross, Castle Combe, are village features all too scarce, and worthy of consideration by those who want to add interest to their native village. The tomb in West Hanney Churchyard of 1801 shows how late a good classical tradition lingered with some country masons. A wall monument in Faringdon Church of 1739 marks a simple architectural treatment

of a subject which, unhappily, is demanding considerable attention. The portfolio is, indeed, full of good things.

The Book of Little Houses. (Macmillan.)

THIS little handbook is an admirable index to the more elaborate equipment which the American demands for his—or, perhaps, we should say, her—house as compared with what we accept in England. Even for a little house three bathrooms are a commonplace—one for the family, one for the guests, or, failing them, the children, and one for the servants. Wash basins with hot and cold water laid on are wanted in every bedroom. A refrigerator is as much a commonplace as a larder, and so forth. For the rest the book is full of practical hints as to planning of little holiday homes, etc., and though some of the devices are not quite applicable to English life, they will stimulate and widen the ideas of the house-builder.

THE SPRING TREATMENT OF LAWNS

THE broad expanses of well kept greensward in most of our English gardens are rightly regarded by visitors from warmer climes as one of the best features of our landscape. Pleasing alike to the eye and to walk upon, well kept lawns also provide a natural and perfect setting for the more or less gorgeous flowers that every lover of a garden will desire to have in proximity to his or her dwelling. No other form of pathway, be it ever so skilfully designed and laid, gives us so restful and beautiful a surround or margin for roses, flowering shrubs, bulbs, snapdragons, pink mallows, anemones or, indeed, any flowers, though where heavy traffic has to be accommodated those of more substantial material are more serviceable.

Although the best lawns in existence to-day are the result of many years' patient toil and care, quite good stretches of turf may be obtained very quickly either by laying turves or sowing seed. Considerable attention is now given by the best seed firms to the mixing of grass seed for lawns, hence most gardeners prefer to seed the ground rather than put down turves, unless the latter are close by and consist of good grass that is known to thrive upon the soil that has to be treated. The time for sowing or turfing is, however, now practically over, though seed could be successfully sown during the next fortnight, especially in northern districts, should it be really necessary to do so.

Just as a well prepared and tended lawn is a feature of considerable charm and beauty, an ill kept one is exactly the opposite. Indeed, it would be very difficult to find a greater eyesore in a garden than a ragged, unkempt stretch of grass, one that is thickly studded with all manner of weeds and choked near the surface with moss that spreads itself over the earth with almost uncanny rapidity. Nature in her wisdom sees to it that weeds which have to struggle for existence in lawns are specially equipped for the fray, inasmuch as she provides them with broad rosettes of flat leaves that hug so closely to the earth as to defy the closest cutting of mowers. Then, the hearts or growing points of such kinds as plantains, dandelions, daisies and buttercups are often sunk below the surface, a point where Nature, in her endeavour to protect them, evidently overlooked the ingenuity of man. For it is this sunken crown that enables us to eradicate such weeds with a minimum of trouble. Just recently I have been treating weedy turf with lawn sand, a preparation manufactured by several firms, and this I have found to be a good remedy for these flat leaved, sunken crowned weeds, providing it is applied strictly according to the directions supplied by the vendors. This sand, when sown over the lawn, trickles down into the sunken hearts of the weeds and there develops its burning properties, so that within a few days the weeds are destroyed. Moss also disappears as if by magic, while the fine grasses, owing to their leaves being narrow and erect, are not injured to any appreciable extent. It is true some of the blades look rather seared for a few days, but the turf quickly regains its erstwhile verdure, and in a week or two is considerably benefited by the dressing. This improvement is brought about in two ways. The destruction of weeds and moss in itself is advantageous, but manufacturers of lawn sand also combine with it chemical manure, so that after it has fulfilled its mission of destruction among the undesirables it acts as a good fertiliser to the grass. One occasionally hears that lawn sand is not satisfactory, but every complaint that I have investigated the fault has been with the workman, who did not use it strictly according to the vendor's instructions.

Next to clearing a lawn of weeds and extraneous matter comes the question of worms. Some hold a brief for these on the grounds that they aerate and drain the soil, but anyone who has had winter experience of a lawn badly infested by them will know what a nuisance the casts are during wet weather. Where numerous it is impossible to roll the turf without forming a pasty cake of mud on the surface, and this has a very detrimental effect on the grass, frequently killing patches of considerable size. In addition, the casts, when allowed to get dry, are a

source of considerable damage to the mower, blunting the knives, so that the expensive operation of resharpening is frequently called for. Here, again, several seedsmen have foreseen the trouble, and provided a powder which, when properly applied to the lawn, quickly destroys the worms and leaves the turf unharmed. Last year I treated my own lawn with this substance during April, when the weather was getting warm and the worms were working near the surface, with the result that I have had no trouble since. The powder is sprinkled over the turf and well watered in. The worms, in a few minutes, will be seen working their way out of the soil and when they reach the surface quickly die. From one small lawn treated last year nearly half a barrowful of worms was swept up. Like the lawn sand, this worm-killer acts as a fertiliser for the grass, so that it fulfils a twofold duty.

Having prepared our lawns by eradicating weeds and worms, the question of rolling and mowing must be considered. Most readers will be familiar with the story of the old gardener who, when asked the secret of his beautiful lawns, remarked: "Well! we mows 'em and we rolls 'em, and we rolls 'em and we mows 'em"; and who, in response to a further query, stated that this process had been going on for nearly a century. I refer to it now to draw attention to the importance of frequent rolling and mowing, especially during the spring and early summer months. A good lawn should be cut at least twice a week—three times would be better—and ought to be rolled whenever the earth is moist enough for the roller to make an impression. This must not be taken to mean that rolling would be beneficial when the soil is sodden; at such a time, except on very light soil, heavy pressure would do more harm than good. The happy medium is what the wise gardener will endeavour to aim for, and roll his grass as frequently as the exigencies of his other duties will permit.

Although rolling is important, the mowing is of even greater moment. If a lawn is once allowed to become ragged and unkempt it will take weeks to bring it into good condition again. Care in the selection of a mower must be exercised. During recent years the market has been flooded with cheap, foreign-made machines which, though attractive looking, are almost worthless for keeping turf in good condition. It is impossible to cut the grass close with these machines, and after running for a week or two the knives become blunt and tear out the finest and best grasses by their roots. Hence a cheap lawn mower is dear at any price. If we are to have verdant lawns with a velvet-like texture and billiard-table surface a good serviceable mower is essential. There are several British firms, with reputations extending over a very long period, who specialise in these machines, and it more than pays to secure one of their machines. No matter whether it is a motor-driven or horse-pulled mower, or a small hand machine, these firms have just what is required. The selection of one too wide for manual labour ought to be guarded against. For one man a 12 in. machine is quite sufficient for ordinary garden lawns. For golf greens and tennis courts, where the grass is cut nearly every day, lighter machines are provided, and these can be 16 in. or 18 in. for one man. Nothing is gained, however, by choosing an extra wide mower, because to get the best results the operator must walk briskly, a feat that is impossible where the machine is too cumbersome. For general purposes a roller driven mower is undoubtedly the best, and preferably one that has a ribbed roller. Skidding on sloping ground in wet weather is eliminated by the corrugations, and the surface is left with a rather neater appearance than when the roller is plain. Whether the gear is automatic or chain does not matter very much; both are good, so long as the machine itself is reliable. For steep banks and very rough grass the lighter side-wheel driven mowers are useful, but even these ought to be purchased from a firm of repute. They have the disadvantages of not travelling well in wet weather and not cutting the grass so close to the earth as those with rollers. Moreover, it is impossible to cut close to the edges of borders with mowers of this type, hence one would only advocate their use for the special purposes indicated. H.



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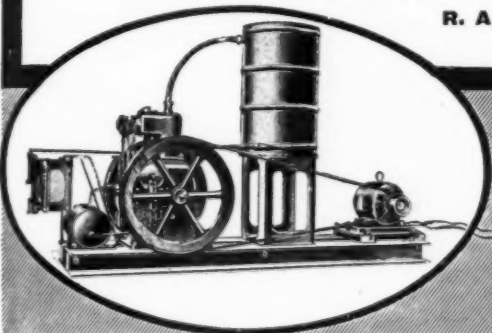
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RACING

NOTES



A NOTABLE incident in last week's racing was the dead-heat between three of the runners—the colt by Littleton out of Portia, Kitty O'Hara and Somali—for the Walton Selling Two Year Old Plate at Sandown Park on Friday. Seldom, indeed, has it happened that the judge has been unable to make a difference between three horses at the end of a race; other instances there may be, but ransacking my memory and the records of races past I can name but three, separated, moreover, by long intervals of time. The first occurred in 1850, when Lord Exeter's Nutmeg, Mr. Gratwicke's The Countess and the Duke of Richmond's Harum Scarum ran a dead-heat for the Nassau Stakes (one mile). The heat was run off, when Nutmeg won by a length. Nutmeg was by Nutwith out of Macremma (sister to Green Mantle), by Sultan out of Dulcinea, by Cervantes, and must, by the way, have been a mare of very sound constitution, for she carried on her duties at the stud from 1853 to 1872. For the last three years she was barren, but before her lean period set in she had produced fourteen foals. The next "triple dead-heat" was that between Mr. Ten Broeck's Pryoreess (6st. 9lb.), Captain Smith's El Hakim (6st. 9lb.) and Mr. Saxon's Queen Bess (4st. 10lb.) for the Cesarewitch of 1857. When it came to running the heat off, Fordham was substituted for Tankesley on Pryoreess, who with his assistance won by a length and a half from El Hakim, between whom and Queen Bess another desperate race took place, resulting in favour of the former by a head. About this race the late Mr. George Hodgman had something to say in his book (a remarkable book it is), "Sixty Years on the Turf."

"Taking one thing with another," he says, "the season of 1857 must be held to have been prolific in exciting incidents. Thus in the Cesarewitch Mr. Ten Broeck's Pryoreess (the *Calendar* has it Pryoreess) Captain Smith's El Hakim and Mr. Saxon's Queen Bess ran a dead-heat. The American jockeys of that period were not as those of to-day. One would have to travel far and look hard to find such specimens of all in horsemanship that was indifferent. They were, in truth, about as bad as anybody could make them, riding, for instance, with the reins twisted round their wrists! Tankerley (the *Calendar* has it Tankesley), the jockey on Pryoreess, was of the Yankee school, and it was evident to me from my place on our coach that he ought to have won by a couple of lengths. Taking a flying leap from the vehicle, I called out to 'Tubby' Morris, 'They must run it off! Put me a hundred on Pryoreess, and do the same for yourself. I'll run and see Ten Broeck and get him to put Fordham up.' I caught Mr. Broeck at the paddock entrance, and said, 'Will you put Fordham up?' 'Can I get him?' 'Yes; he told me he should like to have ridden for you this morning.' 'Get him then.' I soon found Fordham, and engaged him, with satisfactory results, for Pryoreess won comfortably by a length and a half." To get back now to my subject, the third dead-heat between three which I can recall took place at Lewes in 1880 in the Astley Stakes. This was a tremendous race indeed, resulting in a dead-heat between Prince Soltykoff's Scobell, Mr. Henry Chaplin's Wandering Nun and Lord Cadogan's Mazurka; nor was that all, for only a head behind them Captain Machell's Cumberland and the Duke of Westminster's Thora ran a dead-heat for second place!

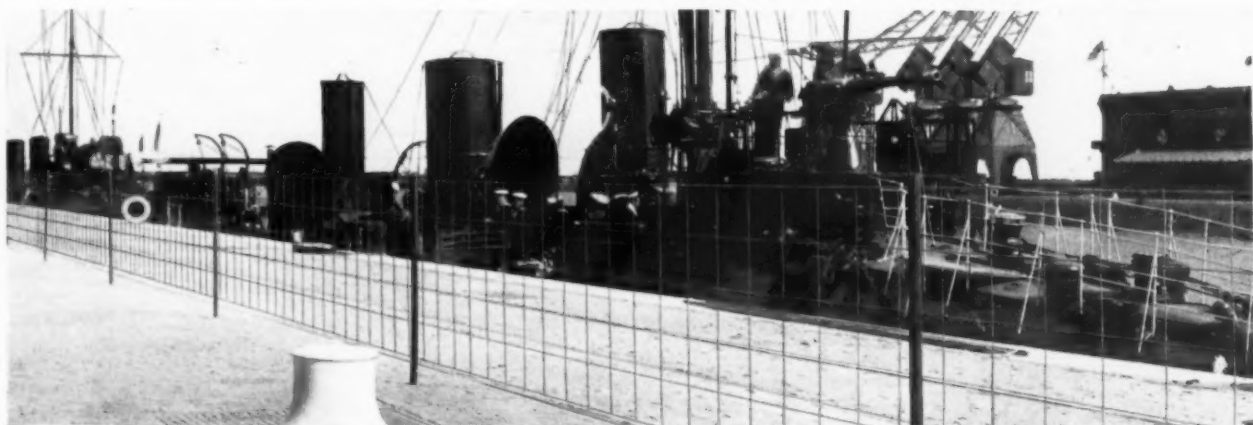
Now for a few notes on last week's racing at Epsom and Sandown Park. It is unfortunate that with his racing career Fiz Yama's utility must cease, for a horse so truly made and of such proved stamina, not unassociated with a very useful turn of speed, might well have been of considerable value at the stud—the more so that having won a Cesarewitch, the Alexandra Plate, and on Tuesday afternoon the Great Metropolitan, he would have been given plenty of patronage had he been able to do duty as a sire. None the less, it may be worth noting that he is got by Santoi out of Fizzer II, by Kendal out of Queen of Beauty, by Ben Battle, for owners of mares bred on these lines

might find it worth their while to secure a nomination to Santoi. Two of Fiz Yama's opponents—Knight's Key and Major Symons—were, it should be said, "left" at the starting gate; but their misfortune was of their own making,

and I doubt much if either would have troubled the winner, though one of them—Knight's Key—was apparently expected to do so, seeing that he was "favourite" in the betting.

In summing up the form of the three year olds at the end of last year, the conclusion arrived at was that Black Jester was entitled to rank as the best of the lot—a summing up to which confirmation was lent by the ease with which that colt won the City and Suburban Handicap with 9st. in the saddle on Wednesday, followed home by the five year old Diadumenos (7st. 12lb.) and Dan Russel (7st. 10lb.)—a colt of his own age and, by the way, a cast-off from the stable in which Diadumenos is trained. It may be that Black Jester's opponents were not of very great class; none the less, the performance was a good one, for a horse must be a good one—next door to a good one, at all events—to win a City and Suburban carrying 9st. Few, indeed, have done so. Thunder (9st. 4lb.) won the race in 1876 and Master Kildare (9st. 2lb.) in 1883; but the former was a six year old, the latter a five year old. Then there was Newhaven (9st.), a six year old, in 1899; but the only four year old winner carrying the same weight as Black Jester did was Bend Or, in 1881, and Bend Or was certainly a good horse. It was said at the time that in running for the Derby last year Black Jester was kicked or otherwise interfered with. Whether this was so I cannot remember, but something must have been wrong, for the colt dropped back apparently beaten some way from home, eventually finishing well behind Dan Russel, to whom he was giving 18lb. last week. For that a victory in the St. Leger made amends, and as he now stands Black Jester is a very symmetrical colt, of beautiful quality, not an ounce of lumber about him, and possessed of a set of clean, hard limbs, just the sort to do justice to his trainer, as, indeed, he did, for no horse could possibly have been sent out in better condition. He is by Polymelus out of Absurdity, by Melton out of Paradoxical, by Timothy out of Inchbonny, by Sterling.

At Sandown Park on Thursday Lord Carnarvon's colt The Vizier (6st. 13lb.) won the Esher Cup, beating Jove (8st.), Lux (8st.) and fifteen others. The result of the race seemed to have taken the majority of speculators by surprise, but reference to the records of last year's racing seemed to suggest that where Lux—expected by a great many people to win the race—was there The Vizier should have been, for in the Medway Plate last year Lux (8st. 8lb.) beat The Vizier (7st. 11lb.) by two lengths. For that two lengths Lux was now giving an additional 4lb., a disadvantage not sufficient to account for the six lengths' beating he received, but sufficient to suggest that The Vizier might beat him. Be that as it may, The Vizier is probably a much improved colt, a well bred one into the bargain, being by Valens out of Cambrue, by Ayrshire out of View, by Martagon out of Scene, by Springfield out of Helioscene, by Hampton. The success of The Vizier draws renewed attention to the value of Valens as a sire. Volta, Swanker and Valentinian are others of his winning stock, and it may be noted that this promising and well bred young horse is standing at the Highclere Stud at a fee of 98 sovs. He is by Saverno out of Valenza by Winkfield. It may be added that before the Sandown meeting was over another success was credited to Valens by Jack Annandale, winner of the Sandown Park Stud Produce Stakes, a colt owned by the Vicomte de Fontarne, and out of Overrated, by Althotas out of Light Heart, by Albert Victor. Such people as look forward to seeing Pommern win the Two Thousand Guineas were no doubt well pleased when they saw Rosendale win the Tudor Plate; but the "form" though useful, may not have amounted to very much after all. Such as it was, it puts Pommern about 21lb. in front of Elkington, and he would need to be all that if he is to rank as a "classic" colt. TRENTON.



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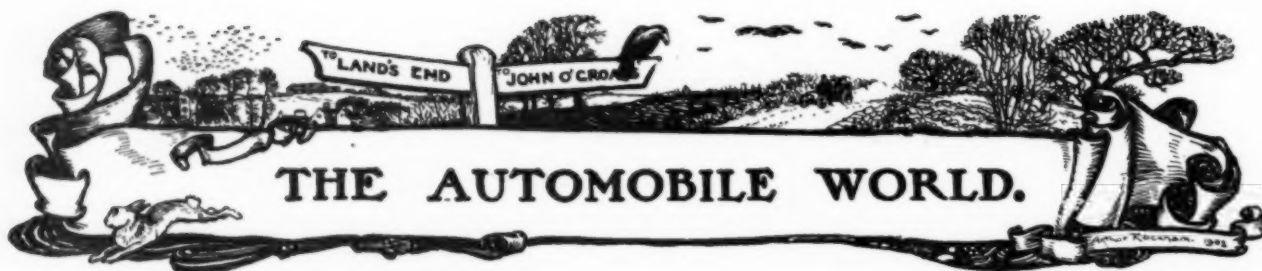
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THE OWNER-DRIVER MOTORIST.

IN the early stages of the war there was a rush among motor drivers to obtain any work that was open to them in the Army Service Corps or with the Red Cross Society. After a time matters balanced themselves, and the supply and demand equalised. Meanwhile great new armies were in course of composition. The motor transport driver, being a specialist already presumed to be fully trained in his own business, was not sought by the authorities until he was actually wanted. The consequence has been a somewhat sudden realisation of a great need, and the equally sudden discovery that the willing supply has for the moment almost dried up, and is certainly very much smaller than the demand. Meanwhile motorists have not taken any very strong steps with a view to inducing their paid drivers to enlist. The time has now come when the need is great and urgent. Members of the Royal Automobile Club and the Automobile Association have already been asked to induce their chauffeurs to enlist. The results up to the present have not been altogether satisfactory.

Consequently we are immediately in face of a period during which every conceivable pressure, short of absolute compulsion, will undoubtedly be brought to bear. Unless motor drivers are, as a class, very much more devoid of patriotic feeling than we believe, the result will be inevitable. They must, and will, enlist in their thousands, and if the credit of the professional motor driver is to be maintained there will very shortly remain in this country hardly a man physically fit and under about fifty years of age. The motorist who is not a skilled mechanic will be faced with considerable difficulties. He might, of course, lay up his car, but this he will not wish to do, and neither is it necessary. So far as may be, we intend to help those of our readers who find themselves in this position by devoting a full measure of space in our special issue of June 12th to matters of interest to the motorist who is his own driver, and to suggestions and notes that will help him to do without paid assistance, and even to appreciate the pleasures which will result from so doing. In our next issue we propose to return to this subject of the owner-driver, and meanwhile we look to our readers to realise fully the urgent call that is being made for the services of their men.

A RED CROSS MOTOR WORKSHOP.

WHILE the motor workshop is playing a most important part in the repair and maintenance of lorries, ambulances and cars at the front, it is, on the whole, attracting comparatively little attention to itself, since in general it does not present any particular features which lend themselves to special notice. An exception is to be found in the case of a Commer-Car lorry, presented

by its manufacturers to the British Red Cross Society, and equipped to the design of Mr. F. W. Hudliss, the head of the Royal Automobile Club's engineering department. The chassis is designed to carry a useful load of one ton. The workshop equipment itself is of the usual type, including a lathe of useful size, a bench vice and a considerable variety of fitter's, turner's and blacksmith's tools. A special feature lies in the provision of shear legs at the rear of the vehicle. These legs are mounted on a large platform step, which can be used also as a bench for heavy work, and upon which a substantial vice is fitted. The legs project to the rear a distance of about 4ft. Their purpose is to enable the workshop lorry to pick up a car of which one axle may have been very badly damaged, and to tow it home on the two remaining wheels.

The first lorry of this type has been doing a vast amount of useful work at the front, as it has been responsible for the repair of about 100 British Red Cross vehicles. It arrived in service at a very critical time, when there was a big rush on the Society's ambulances, and was instrumental in making it possible to get through the most arduous week yet recorded in respect of the number of wounded carried, without a single car failing to turn out day or night. The derrick equipment has proved particularly useful. Thus, for example, on one occasion the Commer-Car workshop fetched in, over a distance of six miles, a badly damaged car, which it picked out of a ditch and towed home by resting its frame upon the back step. It is not usual for the Army Service Corps workshop cars to accompany their convoys on the road, but it would certainly seem that this idea of the employment of a derrick might well be extended. It is no uncommon thing for a transport lorry to be ditched, and if one or two cars of every convoy were specially equipped with derricks and hauling gears to deal with such difficulties, one would imagine that the results would well justify the outlay.

ROAD BOARD GRANTS.

THE figures for the first quarter of the year show that the activities of the Road Board have been much curtailed owing to the war. With unemployment practically non-existent among the working classes and wages at a very high level, it was obvious that many road improvement schemes must be postponed, and there is little doubt that a time will come when it will be possible to expend the large funds at the disposal of the Board with more advantage to all concerned than at present is the case. How great has been the slackening in new road schemes is shown by the fact that during the first three months of the year the Board only indicated additional advances to highway authorities to the total amount of £80,143, which is



J. W. Silva.

A 12 H.P. ROVER AT A HERTFORDSHIRE WATER SPLASH.

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far below the average of recent quarters. A considerably larger amount—£190,852—was actually handed over to various authorities during the period dealt with in the report, the sum representing grants previously promised and now being expended. The more important recipients are London (£45,709), Hertford (£82,384), Durham (£13,380), Isle of Wight (£10,000), Louth (£5,886) and Stoke-on-Trent (£5,000). The large part which the Road Board now plays in our system of road administration is shown by the fact that up to the end of March last the advances to local authorities made and indicated by the Board amounted to £6,034,447. Of this total £4,580,034 was by way of grant and £1,454,413 by way of loan.

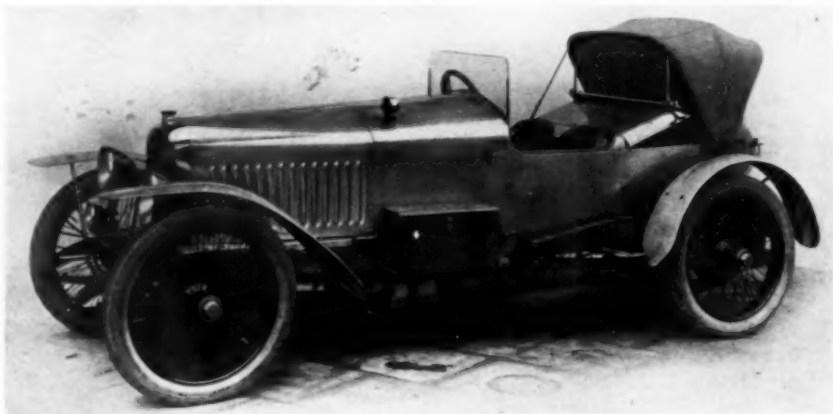
A TOURING RACER.

IN a recent issue we dealt at some length with various factors making for the comfort and convenience of motorists. Those who drive or travel in racing cars generally expect very little in this direction, and get no more than they expect. Quite an exceptional attempt, however, to secure a really satisfactory degree of comfort on a car capable of very high speeds is to be found in a Vauxhall of sporting type specially built for Mr. Percy C. Kidner, who is a joint managing director of the Vauxhall Company. The chassis has a four-cylinder engine, 98m.m. by 150m.m., and rated at 30—98 h.p. Other noteworthy mechanical features are the cantilever rear springs and the arrangement of the silencer, which is placed "in parallel" with a long exhaust pipe, so that the requirements of the law can be complied with on a public road without the speed of the car under other circumstances being affected.

The body is of polished aluminium, and is so designed and shaped as to minimise wind resistance, and to present no features which will prevent the car from covering over 100 miles an hour on the track. No attempt has been made to provide the luxury of side doors which open, but the protection of the passengers has been well studied. Thus, the occupants of the front seats are shielded by a simple form of wind screen. They have comfortably upholstered seats, and ample leg room extending below the long scuttle dash. The upper part of the scuttle is occupied by a very substantial case, large enough to carry a change of clothes and a variety of small necessities for all the occupants of the car. The rear seats are reasonably wide, and also afford plenty of leg room. This provision is certainly one of the ingenious points in a design of this type on a chassis, the wheel-base of which does not exceed 10ft.

Acting, as it were, as a second scuttle dash for the benefit of the back passengers is a shallow cupboard, which normally rests in a horizontal position, and to which is secured a second wind screen. When required, the cupboard can be fixed in a

its front opened, it is found to be a well fitted tool box, designed so as to permit of no rattling of its contents. Its lid at the same time is converted into a table, on which little jobs can be done, or which will be found useful for taking meals on board. Other tools and accessories, including the jack, are neatly stowed away in various accessible positions, and the whole car, in fact,



MR. P. KIDNER'S 30—98 H.P. VAUXHALL.

Showing the protection afforded to the rear seats by means of the raised tool cupboard, screen and hood.

represents a very ingenious attempt to combine general utility and reasonable comfort with a high degree of speed.

THE "JITNEY."

NORTH AMERICA has invented for itself a brand-new method of operating ordinary motor-cars as public service vehicles. The idea, which has caught on with tremendous rapidity both in the United States and in some of the western districts of Canada, is beautifully simple, provided that local regulations do not nip it in the bud. Any kind of motor-car, usually secondhand, and not infrequently very secondhand, is equipped with destination boards on either side, and proceeds to make regular periodical trips between the two points selected by its owner, charging a fare of 5c. to each passenger for the whole or any part of the distance, and taking as many passengers as its seating accommodation permits. The term "Jitney" is the local slang for a 5c. piece, this being the amount universally agreed upon as the right fare for these conveyances. Of course, if anyone were to put a "Jitney" on to the streets of a town in Great Britain he would find himself in trouble immediately. Even if he had got a hackney carriage licence, he would certainly not get a licence to stand or ply for hire, and consequently he would not be allowed to take up passengers in the streets or collect fares on board the vehicle.

In this country every new development in public service traffic is handicapped at the start by the fact that those who have the power to grant or refuse licence to run are almost always those responsible for the operation of various passenger-carrying vehicles, and consequently are not unnaturally prejudiced against giving facilities to a would-be competitor. The motor-bus only managed to get an opportunity of proving its enormous utility on account of the rather anomalous position of London, which is the only great city in the country in which the municipal government is not also the licensing authority.

To return to the "Jitney," in San Francisco there are about 300 cars operating; in Oakland and other adjacent cities there are 500; in Los Angeles there are about 1,100. In each case the takings appear to work out at about 8d. a day, and unless the mileage and the load are very excessive, this certainly ought to be enough to allow the services to go on running at a small profit to their owners. The idea has not been working long enough yet to make it possible to say whether it is economically sound. We must remember,

however, that the rates for motor cabs have to be much higher in America than they are here before any profit is made. The future of the "Jitney" seems to depend on getting plenty of short distance passengers. Meanwhile, its main effect is to injure the more responsible companies that exist for the local carriage of passengers.



ANOTHER VIEW OF MR. KIDNER'S TOURING RACER.

With the tool cupboard opened and the doors lowered to form a table.

sloping position, providing better protection, and having leather shields placed between its edges and the sides of the car body. When the hood is raised, this arrangement of cupboard, screen, hood and leather shields acting together makes a very comfortable little compartment. The cupboard, of course, has also its special uses. When swung up into a vertical position and



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In some Canadian towns the "Jitney" is welcomed. Thus, in Winnipeg there is a feeling that it is the solution of the street car problem that has bothered the town for some years past. Further east the movement has not advanced quite so fast, but in Vancouver it has made itself felt so quickly as to necessitate a full set of regulations being put into force for its especial benefit.

It appears that the whole idea originated out of the fertile brain of one of the very many people who found the motor-car business in the West practically ruined by the collapse of the speculative building boom, and were determined to find some occupation for the vehicles and their drivers.

TIRE CHANGING—DETACHABLE WHEELS AND RIMS.

OF all the minor features about a car probably that which most directly concerns an owner-driver is the provision for dealing with tire troubles. A chauffeur, whose sole business it is to attend to the car, and who has, or should have, an overall suit always handy, can at any time spend an hour or so changing a tire, no harm being incurred beyond the delay. To the owner-driver, the puncture or burst, occurring generally on the way to some social function or business, where he is expected to arrive looking clean and well dressed, is a much more serious incident; however skilled he may be in the removal and repair of tires, to perform this operation by the roadside, on ordinary fixed rims, is sure to be fatal to his appearance in respectable company at the end of the journey. He may envelop himself in a linen dust coat, wisely carried on the car for all emergencies; he may even go to the extent of attempting to work in gloves, and may be as careful as possible in his actions, but in the end, the operations of jacking up the car, the removal of the cover from an extremely dusty or muddy wheel, the exertions involved in forcing on a new tire single-handed, and its subsequent inflation, will prove too much, and he will present a dishevelled and heated appearance suggesting the desirability of a bathroom; long before the end of the business his gloves will have been discarded and his hands covered with oil and dirt, transferred thence to the face, collar and clothing generally, while the shirt sleeves are certain to suffer. Even in fine weather and under favourable circumstances these things will happen; and on a wet day, or in the dark, the difficulties may be multiplied by ten.

Not only on the road but at home in the garage facilities for easy removal and exchange of tires are a boon and a saving to an owner-driver; with fixed wheels and rims the removal of a tire is an operation to be shunned and put off as long as possible. So long as there is no external evidence of any injury to the tires they will probably be left on the wheels for months at a time; but it is more than likely that at least in one of the tubes there will be a place where a small crease has occurred, or where the tube is rubbing against a security bolt, or where an excess of French chalk has accumulated. Such small matters as these may go on unsuspected for a long time, while the tire looks perfectly sound from the outside. One day, however, probably just at the most inconvenient moment, the tube will wear through and the owner will have the "extraordinary bad luck" to burst another tire, thereby ruining a cover which may be perfectly good otherwise. The "luck" of some motorists in this way is proverbial. In about three-quarters of the cases the trouble arises from want of periodical removal and inspection of the tubes, and any arrangement which helps towards this examination and makes it possible for an owner-driver to undertake it with ease in a spare half-hour, is very desirable.

While the detachable wheel has gone a long way in the matter of avoiding roadside changing of tires and is a blessing to the owner-driver, the fact remains that it only provides for one puncture or burst, and trusting to this entirely is very like putting all one's eggs into a single basket. The owner who always has his tires changed by deputy and relies on his spare wheel to carry him through all troubles on the road is very likely to be hung up some day when a combination of misfortunes overtakes him. In motoring, as in most other affairs, it is the unlooked-for combination of small mishaps that causes the disaster.

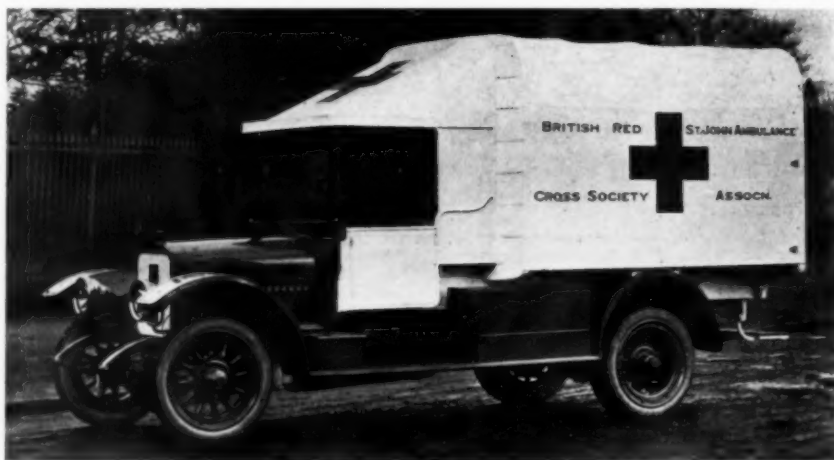
Apart from this objection the carrying of a complete extra wheel and tire can hardly be regarded as a final and satisfactory solution of the problem for motor vehicles, but only as the most convenient temporary makeshift that has yet been devised. It is difficult to find room to stow it; in its usual place on the foot-board it blocks the proper entrance to the driver's seat, and is generally in the way; at the back of the car it collects large quantities of dust, and the extra weight at that point tends to increase skidding; while if a special cupboard is built for it

the expense of the body is considerably greater and valuable space is occupied.

The detachable rim is a competitor to the detachable wheel, and while it is generally lighter in total weight, it must be remembered that the necessary fittings and metalwork for its attachment often add a considerable amount of extra weight at the place where it is very undesirable—that is, at the circumference of the wheel. In order to obtain an idea of the effect of weight added at this point, mount a bicycle or other light wheel so that it can revolve freely, and spin it round by hand; then add several pounds weight attached near the centre of the wheel, evenly distributed all round, and again start and stop the wheel. Very little difference will be noticed from the first trial. Now move the weights from the centre to the circumference; the effort required to start and stop the wheel will be found to be very much increased.

The effect is naturally magnified in connection with motor-cars, where there are four wheels and larger weights to be dealt with, the tendency being to lessen the acceleration and to make more braking power necessary. Another illustration of this principle may be seen in the flywheel of an engine where exactly the opposite effect is required, and the weight in consequence is concentrated as far as possible, at the circumference. Most forms of detachable rim also give a very clumsy appearance to the car, and spoil the graceful lines on which many modern cars are now constructed.

The perfect detachable flange (when it is forthcoming), combined with the detachable wheel, seems to be the owner-driver's desideratum, the wheel for use in the case of the ordinary single puncture or burst on the road, and the detachable flange to give an easy means for removal of tires in the garage so that a fairly frequent examination can be made. Many of the detachable flanges at present on the market appear to be rather in the experimental stage, but, no doubt, time will show which



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is the best. The essential features are watertightness, light weight, even distribution of weight so as not to upset the balance of the wheel, simplicity and effectiveness so that the process of tire changing is really simplified. The latter appears to have been overlooked in some devices which depend on many extra parts, such as clips, nuts, bolts, special keys, etc., liable to get lost or rusted up in everyday use, however satisfactory they may be in a showroom.

Another objectionable feature in some detachable flanges is that a channel is formed on the underside of the rim, forming a regular trap for dust or mud and making cleaning very difficult. In default of a perfect form of detachable flange the best substitute, for use in the garage, is a set of really good tire levers. The design of the levers employed makes more difference than would be imagined. Although an expert from a garage will change a cover with evident ease, using three short levers of the most ordinary description, the owner-driver, with his necessarily more limited skill, will do well to take advantage of the real assistance afforded by well shaped levers, and by having some form of "grip" to hold the first portion of cover in its place.

If he has time to make himself fairly proficient, and if he takes good care of his tires by attending to them at home, the owner-driver may manage well enough with detachable wheels having ordinary fixed rims.

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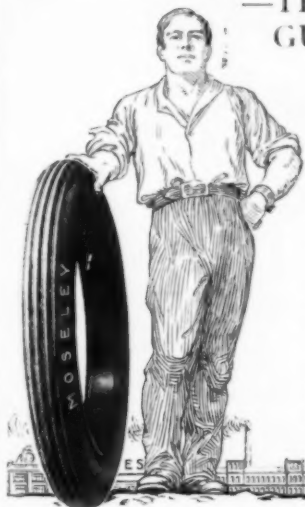
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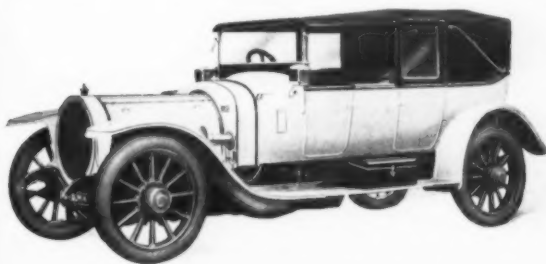
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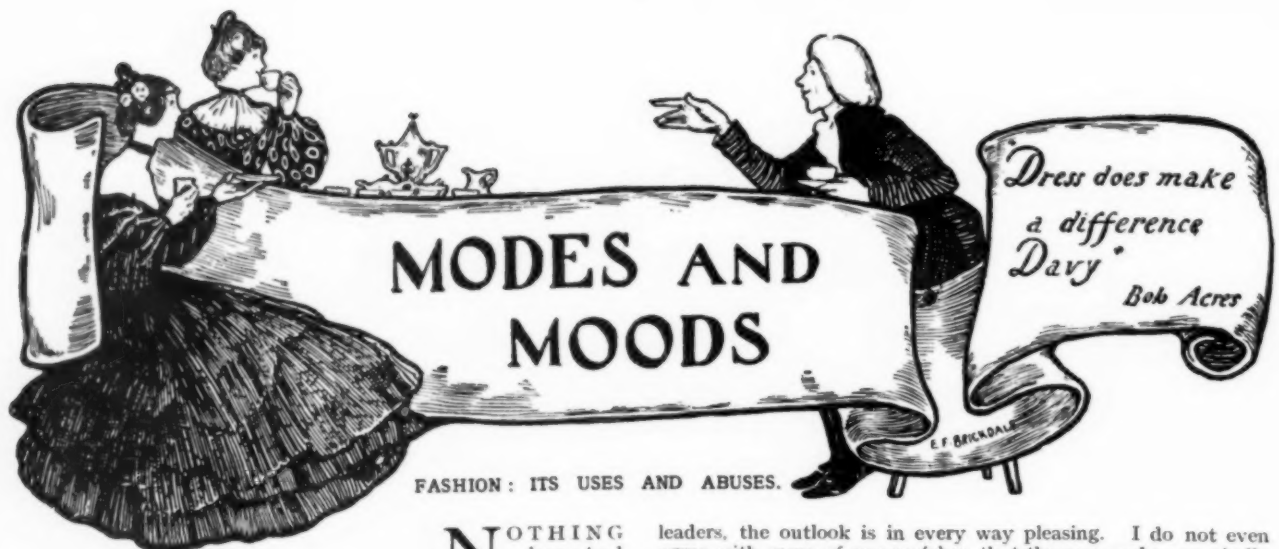
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FASHION: ITS USES AND ABUSES.

NOTHING daunted by the controversies that have been proceeding, but which, it is interesting to observe, have tailed off of late, ancient dress and fashion, we come armed this week with a considerably heavier budget of news on the subject of spring and summer clothes than these pages have contained for many a long month. On the uses and abuses of the fresh fashionable decrees much nonsense has been written and talked and time wasted. In many instances it was merely the filling up of the vacuum abhorred by Nature, the ordinary folk, with a craving for limelight of any kind, rushing in where angels fear to tread. And the final result of the whole disturbance is a perfectly unperturbed community of great *couturières*, who speak the texts followed by the great majority. It is by no means generally realised how few are the hands that actually turn the wheel of fashionable attire; and those hands are already firm in their intention. They decreed the change that has come about at least a year ago, which entirely refutes the statement spread broadcast that this was deliberately arranged to induce unnecessary expenditure. Furthermore, they are entirely responsible for the admirable feeling of moderation that obtains.

True, some ill advised souls, greatly daring, without real knowledge or taste, have essayed skirts unduly wide and short, absurd wrinkled bodices, and quite some of the ugliest things in collar effects ever attempted. But these are the expressions of *La Mode* that do not matter, except so far as they are apt to set up prejudice against the new models. Provided the present restraint is persisted in by the

leaders, the outlook is in every way pleasing. I do not even agree with some of my *confrères* that the new modes are wholly designed for the young, or, rather, that they are not adaptable to the middle-aged.

It is assuredly not expected of the latter that they shall don short skirts, terminating above the ankle! In their case, both the fulness and the shortness will be tempered to their age. As to the closer fitting bodices and coats, although neither, by any manner of means, monopolises the situation, they are unquestionably very welcome in many quarters. A woman blessed with a shapely

form can once again rejoice in the opportunities of being able to display such an asset. On the other hand, the slim, girlish figure is equally well provided for by the soft, easy little corsage, very frequently expressed in the guise of deep, cut sleeves of chiffon emerging from a wide arm-hole. These contrasting sleeves are but one of the many economies that are springing up on every side, and which invite a far closer study of the dress question than the average mind recognises. This point, as a matter of fact, deserves to be made much of, in view of the thrusts that have been made against extravagance. A few yards more required for the general construction is fully balanced by such alternative schemes as can be worked out with our first pictured suggestion.

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specially selected, though that merely provides a text for a very host of variations. But in black or navy dull souple taffetas, or that fabric's great rival, poult de soie, these quite unassuming jupes have a *chic* all their own. Some, perhaps, may prefer a scalloped hem, others selecting a fancy yoke piece; but in a really good quality silk the model shown is very hard to beat. Its success rests entirely on the superior silk employed; it is impossible to get the effect in an ordinary cheap taffetas. Our great-grandmothers, if they were alive, would heartily endorse that view, and, so far as silk of any kind is concerned, quality is the truest economy. Then, worn with the jupe is a contrasting coat of cloth, hearthstone grey or putty. It is a piquant little affair, belonging to no particular period other than the present, and buttoning, as is the way with coats at the moment, right up to the throat. It must be admitted that this, together with the high, close fitting

continue to be so much worn. Nor is my story of alternatives finished yet. What about a short little sacque coat of the navy suiting? Such an addition would put the wearer to but small expense, and in possession of three distinctively different costumes.

I hear, too, that as the summer advances shot taffetas coatees are to be worn with self-coloured taffetas skirts; and I have strong premonitions that similar coatees will accompany dainty muslin and voile frocks should any sufficiently fitting occasion arise for such like attire.

ECONOMIES OF COTTON.

It will, I am sure, be generally agreed that a more feminine note in dress is being set up. Not that this will be permitted for a moment to encroach on sports attire, which is a latter-day contingency, only very mildly recognised in the 1860 days, from which so many revivals are just now emanating. But with afternoon and evening gowns and cotton dresses, freer, broader lines are to be observed everywhere. A young, fair English girl certainly never looks better than in a fresh cotton gown—attire that for the past few years has practically resolved itself into the narrowest possible white piqué or linen skirt with a slit in it, a lingerie blouse open nearly to the waist in front, completed by some vivid coloured cashmere or silk jersey coat. Doubtless with certain welcome differences this triple alliance will continue to be faithfully adhered to for sports, and in that regard no word of reproach needs to be written or spoken. But the fresh *régime* is bringing in its train an infinitely more feminine frock that will pass for quite dressy occasions, which is where the exercise of economy comes in.

The manipulation of cotton has risen of late years to such a fine pitch that infinite perfection may be said to have actually been attained. Take, as a single example, the delicacy of cotton voile. For a few pence a yard it is possible to buy the daintiest, prettiest patterned voiles that deft fingers will fashion into the sweetest gowns. There are, of course, hosts of other and equally attractive cotton stuffs, and such information as has been forthcoming so far lends the belief that checks and stripes are likely to make the biggest bid for favour. Consequently choice fell upon a checked cotton for the original model depicted, a design



TAFFETAS DRESS WITH CLOTH COAT.

collar band, supplies one of the small ironies that invariably creep into the realms of dress. Both would have been more happily launched during the winter months. But there ever has been, and ever will be, small inconsistencies of this description, wholly unexplainable, and invariably accepted even under a deluge of protests. There, however, is the coat, and allied with it a black or navy silk skirt, surmounted by a hat *en suite* with the latter, trimmed with trails of wee field flowers; an *ensemble* that would serve for afternoon or bettermost street wear or calling, under the quiet, restrained social conditions engendered by the war.

Now, let us for the silk skirt substitute a fine navy suiting, this time with some pleats introduced in the scheme, perhaps, or scalloped hem bound with black braid. Such a skirt, as may easily be surmised, would look equally well with the delicate neutral toned coat, and present a more suitable appearance altogether for morning wear, an alliance completed by one of the charming crisp white muslin shirts; whereas, with the taffetas jupe, some dainty chiffon and lace blouse appeals as more in sympathy, or one of the half silk and half chiffon bodices that



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that boasts a very wealth of clever little touches adroitly blended together to form one harmonious whole.

Colouring is always a matter for individual selection, but I have a fancy for seeing this gown carried out in white, checked with lacquer red, trimmed lacquer red buttons and folded ceinture of dull black taffetas, passed through a buckle corresponding with the buttons. The two-tier skirt speaks for itself, while the bodice recalls in glorified form an old countrywoman's bed jacket, as it is called. As will be easily surmised, there is more in the cut than actually meets the eye, some clever manœuvring bringing about a draped effect beneath the arms,

reason to believe the fancy will continue under the rule of wider skirts. One small practical hint may not come amiss anent the circular cut of the skirt for washing materials. *Avoid it*, since the chances are small it will ever arrive back from the laundress with level hanging hem. And however much we may choose to accept and adopt the wide skirt dipping incontinently at the sides, back and front for smart attire, such peculiarities would be wholly out of place in a sports skirt. Some model that has the support of seams is infinitely preferable, nor need pleats be shunned. Straight and well pressed, and perchance stitched down for a space from the waist, they would serve quite reasonably any sports need.

Of course, no one is going to attempt sport of any description in a high collar band. Happily, that revival is not so absolute as to command such an anachronism. Neither will the so-called practical shirt be thrown outrageously open in front. Of collars that strike a happy mean we have now an exhaustive choice, including a quaint, long-pointed affair, which, like so many of its *confrères*, closes just at the base of the throat. Another, exceptionally becoming, stands rather high at the back and rolls over, the points falling well on to the shoulders and leaving the throat exposed. A capital notion also is a high convertible collar that can either be worn open or closed. Plain and striped linen lawn promises to be extensively worn again. The stripe is particularly charming, made without any fulness and worn with a clear white muslin collar and cuffs. In fact, the best class of sports shirt is characterised by a supreme

simplicity, which is exactly as it should be.

The tailored sports coat has not, as was rather foolishly predicted, ousted the woven jersey. This will, when occasion demands, be as much worn as ever, preferably always in spun or artificial silk. Owing to the large variety of choice offered, tastes have grown ultra-fastidious in the matter of style, finish and colouring. And when these are satisfactory, then nothing further remains to be said on the woven jersey.

Entirely fresh ground, however, is broken in the glorified blazer worn by the right-hand figure of the sports group. Needless to say, this is a tailored effort, made of striped flannel cloth, and is *très chic*. The short band shown in front compasses the sole fastening. The companion figure wears a cosy wrap coat of white blanket cloth, completed by a collar of Indian red cloth, embroidered over appliques of black and white cloth in shades of dull greens and blues, a representative insignia of exclusive character.

MILLINERY OF THE MOMENT: ITS CHARM, PIQUANCY AND MID-VICTORIAN TENDENCY.

In whatever other direction we may be tentatively feeling our way, there is no hesitation at all about millinery, although it

is extraordinarily eclectic. But the dreaded task of buying fresh headgear is robbed of more than half its terrors this year by reason of the great diversity of choice. Just at the moment a fine rivalry is being fought between the exceedingly minute toque or equally small pillbox sort of sailor and the large sailor shape. Again, the latter is divided into varieties, some having perfectly straight brims, while others curl a trifle everywhere. Yet another class is elongated rather than round, and yet one more sweeps wide from side to side, and, of course, is entitled "aeroplane." Then, some of the sailors have rather high,




A SPORTS WRAP AND FLANNEL BLAZER.

the fulness ceasing either side of the front to suggest a panel, that closes visibly down the left side from the little square-cut décolletage to the waist. Nor is the least attractive item the simple collar and turnback cuffs of white Persian gauze.

SUMMER SPORTS ATTIRE.

Needless to say, there is much jubilation over the comfort of the wider skirts for sports wear. The feeling for white ribbed washing materials for tennis and summer golf have made themselves felt for at least two summers. And there is every good



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square crowns, and others low and round, a form that lends itself with particular elegance to the floating veil. At present this veil is rampant, but there is a very big "but" as to the length of its career.

On the piquancy of the little hats one could write a very tome, although only the very few and supremely *chic* contrive to carry off with anything approaching sufficient *éclat* the infinitesimal examples. They require, as the saying goes, such a lot of living up to; the hair, the pose and the general *ensemble* must all be in perfect harmony, otherwise the "cute" little *chapeau* is apt to strike a ludicrous note.

Flowers have assuredly come into their own again, the floral aigrette, picot and wreath all persuading us greatly as to their attractive and decorative value. A glorious bouquet of roses, giant marguerites and pansies, with attendant foliage all true to Nature in colouring, in this case literally crowns the small toque pictured at the left-hand side of the group, in my first illustration, just for all the world as though a straw punnet had been filled to overflowing with floral trophies. Also, there is the short nose veil to note, of finest mesh, delicately bordered, and the "torture" frill of lightest tulle, a neck fitment of the moment that one rather eyes askance.

On the centre head there is depicted one of the many sailors—given space, we could have shown a good round dozen. This is of the elongated type, longer from back to front than from side to side. The brim is of straw, in a deep natural tone, while the round crown is lightly strained over with black taffetas, the sole trimming comprising two small branches of cherries, posed either side the front; an eminently reasonable hat that would not exact the tiresome living up to exacted by the more extreme styles, such, for example, though in a moderate degree, as that in the third illustration. Never in all her experience has the milliner had a wider field for exercising her talents in the manipulation of wide ribbon than is the case at present. The toque in question is a scheme that carries out particularly well in corbeau blue, raven's wing or *l'été de nègre*, the straw toning to the immensely wide moiré ribbon used for the crown, and which concludes in mammoth sized, spreading loops, a species of Alsatian bow. For tailor-mades it is an ideal hat. Another quality of ribbon that is making steady headway is petersham. In some *salons* it is used exhaustively, not only in the guise of flaring bows, but actually fashioning gauged, upturned brims to crowns of straw or satin.

Meanwhile much is being made of the mid-Victorian mushroom shape, with its quaint little falling frill of light lace, than which nothing sheds a more becoming shadow on the face. These *chapeaux* are exceptionally piquant and girlish, whether of straw or drawn taffetas, wreathed modestly with field flowers, and frequently completed at the back by loops and long ends of narrow ribbon velvet. Aerophane is a further revival in millinery realms that will shortly find itself in ready request. Nor would a treatise on millinery be in any way complete just now lacking a mention of wings and birds. Aigrettes at last are conspicuous by their absence, and I am of opinion that this would have come about without the intervention of the war, for apart from the humanitarian point of view, the forest of aigrettes has become a weariness to the eye; it is altogether too ostentatious for the mood of the moment. But wings and birds are to be found in delightful array.

L. M. M.

For Town and Country

"SPRING AND SUMMER FASHIONS, 1915."

AN excellent illustrated brochure has just been issued by Messrs. F. & J. Goringe, Limited, of Buckingham Palace Road, S.W., which we would recommend very cordially to our readers' notice. It would be impossible to deal adequately with its contents here, but special praise must be given to the three-piece gowns with which this firm is conspicuously successful. One specially smart example is carried out in a fine black and white check suiting, the circular skirt having a scalloped foot bound with black military braid, the short sac coatee finished to correspond, while the bodice is of black and white chiffon. It is modestly priced at £8 15s., and even more reasonable is an afternoon gown of fine black lace, the full skirt adorned with a deep hem of charmeuse and a hip sash. There are some lovely things in the new checked taffetas, satin souple, printed chiffon, and so on, but space forbids our describing them or the huge variety of coats and skirts in detail. It must suffice to say that these latter begin with a thoroughly up-to-date, serviceable model in gabadere suitings at 3 guineas, while a smart black taffetas coatee, an ideal adjunct to a summer gown, comes out at a guinea less. The latest expressions of the lingerie gown, mainly distinguished by a frilliness about the hem reminiscent of 1902, are very fascinating, as are the cottons for morning wear, suitable headgear to accompany which can be selected from a pageful of practical models which have the distinguishing simplicity and definiteness of the *ligne* of the moment. Sunshades at Goringe's are always original and charming; and lingerie, undergarments and footwear have a quality and also a range of sizes which should commend them to our readers.

A CORRECTION.

We regret that when alluding to an old pot still pure malt whisky, guaranteed ten years old, sold by Charles Tuckey and Co., 3, Mincing Lane, E.C., we gave the price as 42s. per dozen bottles, whereas it should have been 45s. per dozen. However, it is exceptionally good value even at the latter price, and we can strongly recommend our readers sampling this choice old spirit. The *Lancet* of March 20th last states that the results of their analysis are in conformity with the statement as to the age of the spirit being ten years, and that it is well adapted for dietetic purposes owing to its purity and quality.

ROYAL AGRICULTURAL SOCIETY OF ENGLAND.

An interesting item of the schedule of prizes offered for competition at Nottingham from June 29th to July 3rd next will be found in the Produce Section. The sum of £21 is offered in five classes for bottled fruits. Full particulars as to the Produce Section may be obtained on application from the Secretary, 16, Bedford Square, W.C.

DISINFECTANTS FOR THE FRONT.

Judging from letters received, including, we might remind our readers, one illustrated with versatile sketches which appeared in *COUNTRY LIFE* at an earlier stage of the war, there are few things our men at the front appreciate more than a hot bath. This is not surprising, since apart from the natural dirt accumulated in the trenches, the exigencies of war make cleanliness doubly desirable, even although doubly difficult to achieve. Taking into consideration these facts, it is obvious that the healthful and refreshing value of the too rare bath would be greatly augmented if some wholesome disinfectant could be added, and we would suggest that in packing a parcel for the front something of this kind might be included. It would certainly be appreciated by the recipient. As a well tried disinfectant we would suggest Sanitas Crude Fluid, while Sanitas Bath Salts are a pleasant preparation of the same efficacious ingredients.

GARDEN ORNAMENTS AT WAR PRICES.

Economy is the keynote of garden management this year, and rightly so. But it should be borne in mind that true economy does not consist so much in cutting expenditure down to solely utilitarian requirements as in using discretion in purchasing. A case in point is the wonderful exhibition of garden furniture and ornaments on view just now in the showrooms of Messrs. John P. White and Sons, Limited, at 123, New Bond Street, W. Their showrooms for the next fortnight will be a happy hunting ground for the owners of gardens large and small, for the artistic qualities of Messrs. White's productions are well known. Moreover, it is an exceptional opportunity for the gardener of modest means, who invariably finds a difficulty in adjusting his desires to his bank balance, for during the sale a special war reduction of 10 per cent. off the entire stock will be maintained. We strongly advise our readers to avail themselves of this exceptional opportunity, and if unable to pay a visit to the showrooms themselves, to send for an illustrated catalogue, which will be gladly sent.

AN ECONOMICAL FENCING.

In few branches of estate equipment have such obvious improvements been made in recent years as in wire fencing. The economy of this method of fencing is obvious, providing it can be obtained sufficiently strong to withstand the wear entailed by big stock, sufficiently pliable to permit of its easy and accurate erection, and of a level weave to ensure equal wear and a slightly appearance. These requirements have been admirably fulfilled in the "Ideal" Woven Wire Fencing made by Mr. H. L. Goodman, Prudential Buildings, 19, Clare Street, Bristol. The material used is the best quality of cold drawn galvanised hard steel wire, No. 9 gauge throughout, each wire, horizontal and vertical, having a tensile strain of about 1,800lb. An economy in posts is effected by the uprights, which, being of uniform gauge and of the same quality as the horizontals, do part of the supporting work, while the Patent Lock with which the intersecting wires are held ensures an equal grip on all parts of the wire, the horizontal wires being crimped, thus allowing for climatic alterations. The styles of "Ideal" include fencing for almost any purpose, from a deer fence to an ornamental garden enclosure; but special styles and spacings are made to order, and all orders over £2 10s. in value are sent carriage paid. An illustrated booklet with full particulars and illustrations of the wire, methods of erection, etc., will be sent, post free, on application.

THE ALLIES' HOSPITAL AT YVETOT.

Among all the philanthropic schemes for the war at home one is rather apt, unless personally concerned with it, to lose sight of the splendid work being done for the soldiers of the allied armies at the base hospitals in France, and we have no hesitation, therefore, in drawing our readers' attention to the urgent needs of the Allies' Hospital at Yvetot, near Rouen. This finely equipped hospital, which is established in a seminary lent by the French Government, has accommodation for 500 beds, and has been maintained until now by voluntary contributions chiefly from the industrial workers of Great Britain and America. Owing to the increasing demand upon its resources, outside help is now required, and the committee is appealing for beds, bedding and men's clothing. Gifts of this kind will be gratefully received by the Hon. Secretary, the Allies' Hospital, 28, North Audley Street, W.



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and small
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The "Swan" Nib

The gold nib is the most vital part of any fountain pen. Its period of usefulness depends on quality. A "SWAN" gold nib is costly to make; it is 14ct. highly tempered gold, is not affected by any ink—black, coloured, or copying—and its temper and flexibility do not alter or vary in use. The point is hard osmium-iridium, skilfully ground to a delightful smoothness by highly paid experts.

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The former, which might also be termed the pen-holder, carries the gold nib and feeds. The feed is the scientific means of conducting the ink from the reservoir to the nib, and of air to the reservoir to replace the ink used. All "SWANS" have double feeds serving both the top and the bottom of the nib (the natural way). You may perhaps marvel that a "SWAN" carried or left upright with the ink actually below the writing point starts immediately it touches the paper; that's the "SWAN" feed employing nature's law of capillary attraction to hold ink to the pen. This feature of instant starting—of dependability, makes the "SWAN" the perfect pen for all writers.

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The Point Cover

This needs no explanation. When the pen is not in use—either in the pocket or on the desk—it serves as a protection for the gold nib, and prevents the ink from drying or dust collecting on the working end. Because this part is subject to considerable wear and strain, the quality of the vulcanite and perfect fit call for skilful making.

Now, in this announcement explaining the various parts of the "SWAN," the keynote will at once be recognised—simplicity. It requires but little care, filling perhaps once a week according to your writing, and the rest is the "SWAN'S" part, for which we have provided, and which we back up with our full guarantee. Moreover, we promise to maintain "SWAN'S" in perfect working order without charge, except, of course, in the case of accidents, when broken parts can be quickly and easily replaced at nominal cost and the pen made equal to new. Every stationer sells "SWANS"; prices from half-a-guinea upwards. We can match any steel pen. We allow for other and old pens.



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NEW FOREST STALLIONS.

IT is a long way from Swansea to the New Forest, but after finishing an instructive week of studying ponies in Wales I found myself at Lyndhurst, at the annual show of the stallions. This show is held for two purposes, one in order that the verderers (who in this case were Mr. Harry Compton of Minstead and the Earl of Normanton) may inspect the stallions before they are turned out, and decide if they are suitable to run in the Forest. The ponies are also passed by a veterinary surgeon, Mr. T. Goodall, who has an almost life-long knowledge of the Forest and its ponies. As soon as the verderers and the veterinary surgeon have done their part, a judge appointed by the Board of Agriculture comes on the scene and selects ten ponies for the premiums awarded by the Board and ten for reserve cards. Owing to the improvement in the class of ponies shown, the merit of those which receive cards is very little less than those which are chosen for the Board of Agriculture premiums.

Lastly, the National Pony Society and the New Forest Stallion Association give medals and premiums to be competed for. These were awarded by judges of local experience—Messrs. Henry Saunders, Imeson and Maggs. To these judges also fell the duty of selecting ponies for the cup presented by Sir Hamilton Hulse (the blue riband of the Lyndhurst Stallion Show) and the Lord Arthur Cecil Memorial Cup for the best four year old stallion in the show. There was also a challenge cup for the best three year old in the show.

The entries were large, but not out of proportion to the number of ponies required. The New Forest includes about 90,000 acres, of which about one third is suitable for ponies. There are, perhaps, 3,000 mares at large, and 100 stallions would not be too many to turn out. The first thing that strikes the observer is that the stallions are not like those in Wales—all of the same type and character. The policy of the Association for the Improvement of New Forest Ponies is to bring in fresh blood from other mountain and moorland breeds. For many years the New Forest ponies were neglected. There was not only much in-breeding, but many of the stallions were too old or too young, and others were ill shaped, of poor constitutions or absolutely unsound. There are still stallions on the Forest which are doing harm. But hitherto it has not been possible to eliminate the unfit ponies, as has been done with untold benefit to the ponies and the pockets of their owners in parts of Wales. Nevertheless, the stallions have, on the whole, greatly improved, and there were few shown for the Board of Agriculture premiums which were not likely to be useful in the Forest.

Each year has shown a great improvement in the average merit of the stallions exhibited, and this year progress was distinctly marked. A pony, Wootton Joe, bred by Mr. S. Barrow, a commoner of the Forest, won not only a premium, but the Hulse Cup for the third time, thus winning the cup outright. Of the other premiums and prizes the Forest bred ponies had quite their share; there was just a useful infusion of foreign blood from Dartmoor, Exmoor and Wales, since this is still necessary. There were, however, two other ponies in the show which, as several of the commoners told me, were much valued as stallions. Their stock fetches good prices, besides doing well in the Forest. One of these ponies was Picket Hermit, a great-grandson of Hermit; his dam was an Exmoor pony. Contrary to the usual opinion, this pony and his stock do well when finding their own living in the open. Another successful sire is a Welsh pony, Picket Greylight (a cross between the Dyoll Starlight strain and that of King Flyer of the small Welsh cob breed). This pony unites both quality and power in a remarkable degree. He nicks well with Forest mares, bringing back to them from both his ancestors that strain of Eastern blood which has left such unmistakable traces for good on the Forest ponies.

The rising generation of ponies was not forgotten; indeed, it is part of the New Forest system to distribute premiums to young entire ponies of promise in order to make it worth while for their owners to keep them so that Forest bred stallions may be provided hereafter. Among these premium winners was Miss Fortescue's pony The Nut, which won the first prize and cup at Burley Show last August, when Mr. Herbert Pratt and Mr. T. F. Dale were judging. Under an entirely fresh set of judges this beautiful pony, which has fulfilled the promise of its early days, won last week.

It is rather interesting to note that two National Pony Society judges and three local men agreed on the merits of a pony which should hereafter be most useful in the Forest. Exactly the same thing took place when the local judges decorated the previous year's cup winner, Mrs. Yarr's Gingerbread. This pony was picked out in 1913 by two National Pony Society judges. This is itself a remarkable testimony to the success of the efforts for improving the Forest pony, when we find that not only local but outside judges are agreed on the type of pony to be aimed at. The merits of the best New Forest ponies are thus not only relatively but absolutely proved.

There was one other point which was of interest. Everyone who has judged ponies knows how difficult it is to bring big and little ponies together in the ring. Yet there is in the New Forest a race of smaller ponies. For these there is a good demand and

a profitable sale. The late Lord Arthur Cecil always contended that these smaller ponies should receive their share of encouragement. Last week, of the Board of Agriculture premiums two were assigned by the judge to the smaller ponies, which were, indeed, well worthy of the distinction.

Taking the stallions as a whole, there was a distinct improvement in bone substance, and no loss of the fine New Forest action or quality. The New Forest pony has always been a bit of a racehorse. These looked like galloping.

After these experiences I realised more than ever what invaluable foundation stock for light horse breeding we have in our mountain and moorland breeds. This was brought further before our minds by the successful sale of Sir John Barker's ponies, if we remember how much use he made of Welsh and other pony strains in founding the famous stud dispersed last week.

X.

SHOOTING NOTES.

THE following is a summary of the animals and birds of prey killed in Norway in 1913, and for the destruction of which premiums were last year paid in accordance with the law:

Amt.	Bears.	Wolves.	Lynges.	Gluttons.	Foxes.	Martens.	Others.
Smaalene	335	18	18
Akershus	514	43	4
Hedemarken	2	..	737	20	35
Kristians	1	..	..	863	57	6
Buskerud	2	..	985	85	9
Jarlsberg and Larvik	261	41	13
Bratsberg	1	..	6	5	755	74
Nedenaes	1	..	..	3	416	33
Lister and Mandal	3	353	30	86
Stavanger	5	141	64
South Bergenhus	1	480	70
North Bergenhus	2	..	..	..	612	177
Romsdal	2	..	1	1	491	79
South Trondhjem	2	484	19
North Trondhjem	4	5	3	342	125
Nordland	1	2	6	7	407	39
Tromsö	1	..	10	331	6
Finmarken	26	..	11	59	..
In 1913 ..	8	35	20	52	8,566	980	1,192
.. 1912 ..	27	31	38	37	10,325	1,510	1,266

Amt.	Beavers.	Eagles.	Eagle Owls.	Falcons.	Goshawks.	Sparrow Hawks.
Smaalene	99	2	9	6	219
Akershus	27	1	10	15	189
Hedemarken	161	23	51	87	933
Kristians	71	56	45	117	650
Buskerud	63	24	24	349	397
Jarlsberg and Larvik	32	4	7	14	127
Bratsberg	68	21	67	37	435
Nedenaes	121	16	120	29	196
Lister and Mandal	249	14	76	27	63
Stavanger	301	10	71	30	118
South Bergenhus	367	15	89	81	120
North Bergenhus	596	32	99	29	136
Romsdal	439	20	122	72	188
South Trondhjem	393	47	87	81	386
North Trondhjem	310	49	92	44	541
Nordland	777	101	45	149	314
Tromsö	513	27	9	62	110
Finmarken	36	2	87	105
In 1913 ..	4,587	498	1,025	1,316	5,227	10,719
.. 1912 ..	5,387	623	1,120	1,931	5,201	10,531

Premiums were also paid in conformity with the decisions of the various county councils (Amtformandskap) for the destruction of the following animals and birds:

Smaalene Amt.—81 seals in 1912.

Akershus Amt.—4,008 grey crows in 1913, as against 770 in 1912; 700 magpies in 1913, as against 162 in 1912; and 8 seals in 1913, as against 2 in 1912.

Jarlsberg and Larvik Amt.—1,648 grey crows in 1913, as against 2,329 in 1912; and 42 seals in 1913, as against 55 in 1912.

Bratsberg Amt.—1,115 grey crows in 1913, as against 676 in 1912; 48 seals in 1913, as against 45 in 1912; 452 ermines in 1913, as against 136 in 1912.

Nedenaes Amt.—289 badgers in 1913, as against 307 in 1912; 53 seals in 1913, as against 95 in 1912; and 10,057 squirrels in 1913, as against 7,640 in 1912.

Lister and Mandals Amt.—82 seals in 1913, as against 79 in 1912.

Stavanger Amt.—361 seals in 1913, as against 488 in 1912.

South Bergenhus Amt.—1,825 grey crows in 1913, as against 2,197 in 1912; 87 ravens in 1913, as against 83 in 1912; and 382 seals in 1913, as against 338 in 1912.

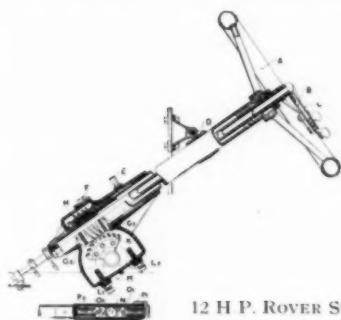
North Bergenhus Amt.—919 grey crows in 1913, as against 996 in 1912; 214 magpies in 1913, as against 462 in 1912; and 535 seals in 1913.

South Trondhjem Amt.—1,089 grey crows in 1913, as against 1,401 in 1912; and 55 ravens in 1913, as against 100 in 1912.

Nordland Amt.—4,430 grey crows in 1913, as against 6,183 in 1912; and 568 ravens in 1913, as against 395 in 1912.

Tromsö Amt.—74 ravens in 1913, as against 201 in 1912. G. L.

THE FAMOUS
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12 H.P. ROVER STEERING.

On this is shown the large diameter steering wheel "A," with the control levers "B" for the throttle and "C" for the ignition. The ignition lever "C," which very seldom requires any adjustment, is made the shorter, while the throttle control lever "B" is the one nearest to the hand when placed on the steering wheel. In addition to the control lever "B," there is a foot-operated accelerator pedal, which most drivers of the car will use in preference to the hand control. It will be seen that the steering column is stayed to the dash by means of a bush "D," ensuring a stiff, solid steering, with an absence of vibration or whip. At "E" there is a grease lubricator, which should be frequently filled and screwed home, while a plentiful supply of grease should be frequently put into the worm gear box through the screwed cap "F." "G" 1 and 2 show the ball-bearings on the top and bottom of the worm "H," which take up the end thrust from the worm when operating the sector "K." "L" 1 and 2 are two adjustable bolts, which are so adjusted in our works that the steering angle is as great as possible without wheels coming in contact with the wings or frame.

The steering arm "M" is provided with a ball "N," situated between two blocks "O" 1 and 2, which are held in position by springs "P" 1 and 2. The most frequent cause of a strained steering is when the car is being turned on full lock, and the wheels hit some obstruction; a slight alteration of steering is then taken up by these springs "P" 1 and 2. The Rover steering, therefore, consists of a worm "H" of hardened steel (its thrust top and bottom taken up by ball bearings "G" 1 and 2), operating a sector "K" with all special jars on the steering taken up by the springs "P" 1 and 2, so that the owner of a Rover may have the greatest confidence in this important part of the car.

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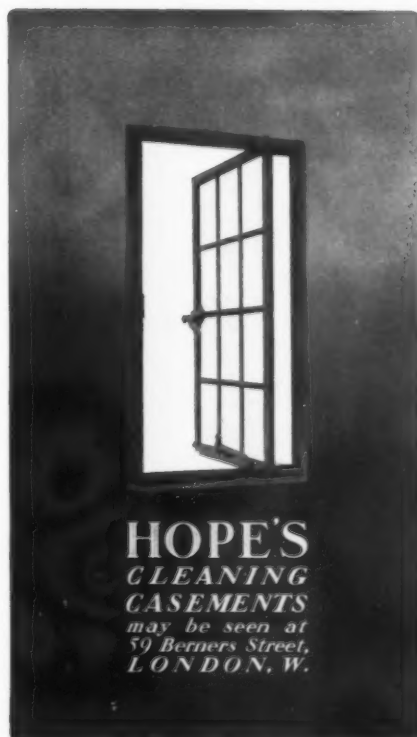
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LONDON, W.

RACING NOTES.

ADMITTING that having won the Two Thousand Guineas last week very easily indeed, Pommern appears to hold a very good chance of achieving further distinction by winning the Derby, there is no certainty that he will do so. Turf records tell us, indeed, that of the 106 winners of the Two Thousand Guineas not more than 22 have won the Derby as well. It may also be said that instances are not wanting in which horses beaten in the Two Thousand Guineas have subsequently succeeded in winning the more important race on Epsom Downs. As to that it is, however, difficult to see that any of the colts beaten by Pommern last week is possessed of very much chance of reversing the running in the Derby, though there is, I fancy, room for improvement in Tournament, a rather plain-looking but powerful and lengthy colt, by Spearmint out of Sirenia (a pedigree suggestive of fine stamina); and I believe that Colonel W. Hall Walker was by no means satisfied that Let Fly gave his true form. Gadabout (fourth in the Two Thousand Guineas) is, too, a colt for whom I have always had a liking, but there is no getting away from the fact that Pommern not only won but won with such ease that there is no knowing how much he really had in hand. As an individual, Pommern is in some ways a very taking colt in appearance, for his forehead is pretty nearly perfect (he lacks length and smoothness of outline in his quarters), and he is full of quality. He is, moreover, well bred enough for anything, being by Polymelus (the champion sire of last season) out of Merry Agnes, by St. Hilaire out of Agnes Court, by Hampton out of Orphan Agnes, by Speculum out of Polly Agnes, by The Cure out of Miss Agnes, by Birdcatcher. This is an excellent strain of blood, even if in it the hereditary taint of roaring be lurking. It should, indeed, be unnecessary to remind anyone at all interested in breeding that Polly Agnes was the dam of Lily Agnes, who gave us Ormonde, from whom came Orme, sire in his turn of Flying Fox.

Warned though we have been—in plain language too—that Friar Marcus had been tried and found wanting, his poor performance in the race was none the less a disappointment, for, making allowance for all shortcomings, many of us had retained the hope that, although he might not—would not—win, his “class” and fine speed would, at all events, serve him sufficiently to enable him to carry the Royal colours with credit. But his failure was complete, and we must, I am afraid, accept it that six furlongs is about as far as he can go in good company; and, if that be true, it is the more to be regretted, because, from his looks, balance and symmetry, he ought to be a racehorse. Let Fly’s running, as I have already mentioned, did not satisfy his owner, who intends, I believe, to give him another outing next week, either in the Newmarket Stakes or the Payne Stakes. The colt was, I thought, upset by running in blinkers for the first time last week, and, moreover, seemed to me—I may be wrong—to be afraid to extend himself. It is, therefore, likely enough that he will run better next time; but even so, I do not see how he can hope to develop into a serious opponent to Pommern, for at Newbury he and Sunfire ran a dead heat, and in the Two Thousand Guineas Sunfire finished fifth, a good many lengths behind Mr. S. Joel’s colt. The race—the Two Thousand Guineas—was, by the way, anything but a fast run race, the time, as registered by two independent time-takers, having been 1min. 43 2-5sec., which

compares badly with such other records as those credited to St. Amant (1min. 38 4-5sec.), Minoru (1min. 37 4-5sec.), Sweeper II (1min. 38 2-5sec.) and Sunstar (1min. 37 2-5sec.). Seeing that the condition of the going and the atmosphere were both favourable to the making of fast times, it is curious that a better record was not made last week; but the explanation is, perhaps, to be found in the fact that the race was not truly run, and that, had any of his opponents been capable of fairly hunting him home, Pommern would have galloped the mile in faster time. I think, indeed, that the pace was good for the first six furlongs, but slackened down appreciably afterwards. Be that as it may, two days later, on the same course and under almost precisely similar conditions of the weather and the going, Lord Rosebery’s filly, Vacluse, won the One Thousand Guineas in 1min. 39 3-5sec., according to my own chronograph—in 1min. 40 4-5sec., according to that used by another observer. I have reason to believe in the accuracy of my own “timing” in this particular instance, but accepting the other and slower time (1min. 40 4-5sec.), the fact remains that, according to the “clock,” if the winners of the Two Thousand and the One Thousand Guineas were to be sent off on a gallop over the Rowley Mile the filly would have reached the winning post 2 3-5sec. sooner than the colt! But as I have frequently pointed out, the time test is of little practical value—it is not valueless—in this country, and the rather remarkable difference in the time record for the

two classic races run over the Rowley Mile last week serves rather to confirm the notion that the pace in the Two Thousand Guineas was not true, that the race was not truly run, than to indicate real superiority on the part of Vacluse. Vacluse herself and Silver Tag (second to her in the One Thousand Guineas) were, however, in my judgment, both of them truer in make and shape than either the winner or the runner-up in the Two Thousand Guineas; both, moreover, are of such excellent pedigree that when their racing careers are over they should be of great



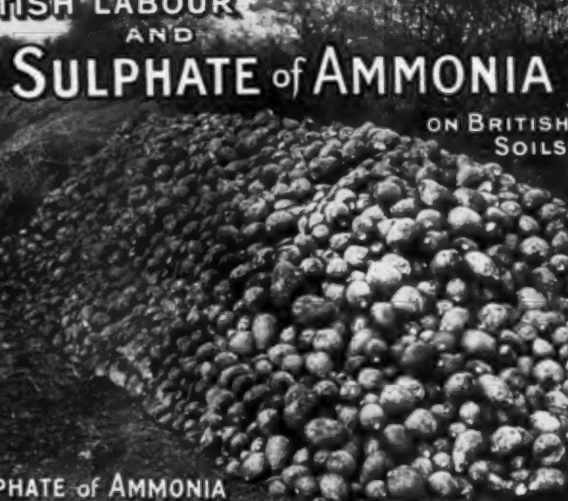
W. A. Rouch. VAUCLOSE, BY DARK RONALD—VALVE.
Winner of the One Thousand Guineas.

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value as brood mares. Vacluse is by Dark Ronald out of Valve, by Velasquez out of Gas, by Ayrshire out of Illuminata, by Rosicrucian; and Silver Tag is by Sundridge out of Silver Fowl, by Wildfowler out of L'Argent, by Jacobite out of Aura, by Umpire. Brilliant though the running of these two fillies seems to have been in the One Thousand Guineas, it by no means follows that either of them will therefore win the Oaks, if only for the reason that at this time of the year fillies are peculiarly liable to go off their form; there is, moreover, the possibility that Mr. F. Withington's Elaine may have to be very seriously reckoned with. She might have been beaten for speed had she been able to run for the One Thousand Guineas, and there is the chance that the Epsom course may be too “sharp” for her, but she did last week give proof positive of her gameness and stamina when at a disadvantage of 13lb. in the weight—according to the scale of weight for age—she beat the four year old Shepherd King by a head in the Mildenhall Plate (run over the last mile and a half of the Cesarewitch Course). She is a big, lengthy filly—not yet at her best in the way of furnishing and muscular development—got by Flotsam out of Early to Bed, by Wisdom out of Vauxhall, by Foxhall—this last a name of evil significance in a pedigree, nearly always. In connection with Elaine, it may, however, be noted that there is some probability that in her case the Foxhall taint may have been overcome by the

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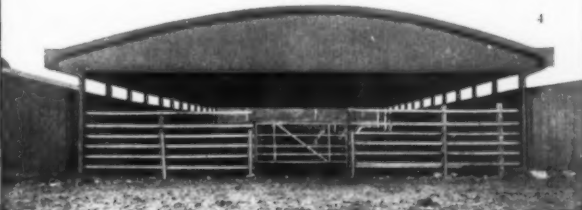
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Parafinn blood derived through her sire, Flotsam, just as it was when Corstorphine, by Foxhall, was mated with Ladas out of Illuminata, her dam Parafinn. It will, at all events, be interesting to watch the development—be it for good or evil—of Elaine, my own opinion of her at present being that it is to be regretted that her name is not to be found in the list of entries for the St. Leger.

Mention of the last of the classic races of the year reminds one of the annual sale of yearlings at Doncaster, and sets one wondering what condition the bloodstock market may be in when the month of September comes round. Without being unduly optimistic, I cannot help thinking that the omens are propitious; and, that being so, I venture to think that Mrs. Cradock may look forward to obtaining a fair price for her yearling colt by Desmond out of Ardent, dam of Sharp Frost, himself a big, well grown colt by Weathercock and an easy winner of the May Plate at Newmarket on Friday last. Ardent is by Enthusiast out of Melinda, by Melton, and so goes back to Seclusion, dam of Hermit.

At Hurst Park on Saturday, Volta's success in the Victoria Cup drew renewed attention to the value of Lord Carnarvon's horse, Valens, as a sire; and by winning the Claremont Stakes, Brown Ronald added to the general regret that his sire, Dark Ronald—sire of Vacluse and My Ronald—should have been exported to Germany.

I am, by the way, informed, upon what appears to be indisputable authority, that of the English trainers interned or imprisoned by the Germans, a certain number have been permitted to resume training, while others have been subjected to treatment more rigorous than before, the explanation being that those to whom liberty has been given have become *naturalised Germans*. If that be so, it is to be hoped that they will remain in their adopted country.

TRENTON.

WANTED: A SHOW IN LONDON OF NATIVE PONIES.

THE reports of Mr. Herbert Pratt and of Mr. J. R. Bache on the classes for mountain and moorland ponies at Islington raise a very important question. There were, both judges tell us, excellent classes, as far as the particular exhibits went, of our native ponies at Islington last March. It requires no very close knowledge of these ponies to see that, even in the Welsh classes, and perhaps still more in the others, the exhibition was in no sense representative. No one who visited the show could obtain any idea of the real variety and value of our native ponies. There are at the present time several markets for these ponies. Putting aside just now the foreign market, which will, nevertheless, revive in time, there is a strong demand for ponies for draught and saddle and for light vans in towns (I have on my table enquiries for such ponies). Then, in the past few weeks I have seen ponies sold for tradesmen's carts in a flourishing watering-place. For children's ponies for the governess car there are frequent enquiries, and I know a number which are working on small holdings, where their courage, activity and power of moving a fair load make them most valuable. Lastly, the smaller ponies, in two widely separated districts, are in demand for work in the collieries.

But if we were to judge only by the classes at Islington we might suppose that the ponies were of one stamp and, in the case of the Welsh, almost of one family only. Yet during the past month I have seen in Wales ponies suited to many different kinds of work, having only in common the fine pony type and character which everywhere marks ponies of true Welsh mountain descent. In physical development the ponies may vary; some may be more suitable for draught, others for saddle. This true pony character promises us those fine qualities of courage, docility and a good will for work which we value in the native pony. We should like to see these ponies represented in our London shows, and so with other breeds—the power in small compass of the Dartmoor, the fire and grace of the Exmoor and the various types of the New Forest, from the famous truck ponies to the plucky little racing ponies which will gallop and go on under quite astonishing weights in the point-to-point races or over the smooth turf of Burley Manor Park.

How is this to be managed? There is one great obstacle to a representative show at Islington—the railway charges. The expense of sending ponies up to Islington is prohibitive, especially when we consider that most of our best pony districts are situated a long way from London. The National Pony Society, recognising this difficulty, has of late years reduced its native pony prize list at Islington, but at the same time has greatly increased its assistance in medals and premiums to the local associations. This has worked well, and the associations, assisted by the National Pony Society, have gratefully acknowledged the value of the help given. I think the time has

now come for local associations to do their share. What is suggested is that the council of the National Pony Society should be asked to enlarge its prize list, the local associations on their part guaranteeing the entries for any additional classes for native ponies. The local associations, who would in the long run reap the benefit of their ponies being more widely known, might pay wholly or in part the expenses of the best ponies at the local shows, in order that they may come up to London to be seen at Islington. Then, the Mountain and Moorland Committee, at 12, Hanover Square, might consider the possibility of increasing the value of mountain and moorland prizes. The value of the prizes ought to be in inverse proportion to the value of the ponies shown. I am a great believer in prizes being as valuable as possible; but, at all events with a certain class of owners, the prize and its reputation is the thing sought for. But when owners are men of small means they want to see their expenses paid as well; so that, after all, the above is less of a paradox than it seems at first.

Mr. Pratt was elected to the council to fill the place left vacant by the death of Sir John Barker, which, it was felt, should be taken by one who was himself a breeder of ponies. This election and the important Mountain and Moorland reports referred to will give an opportunity for raising the question of obtaining a more representative exhibition of our native ponies at future shows.

T. F. DALE.

AGRICULTURAL NOTES

DEMAND FOR EARLY POTATOES.

IT seems very likely that there will be very considerable difficulty in securing early potatoes from either the Canary Isles or Jersey, and in consequence rather anxious enquiries for options are being made in the early potato growing districts of England and Scotland, and prices are quoted fully £10 per acre up on last year, while well known growers do not find it at all difficult to obtain £40 per acre offers. In many gardens the area under early potatoes has been much diminished in recent years, it having been found cheaper to purchase the household requirements in this respect than to grow them, reliance being placed on the maincrop varieties, hence the anticipated demand for early potatoes with the cross-Channel supplies cut off.

DANGEROUS POTATOES.

The period of the year is fast approaching when farmers will clear out their potato pits, and merchants their surplus stocks of old potatoes, at practically any price that may be offered. This year there is a probability, however, that merchants will ask more than usual for these old potatoes, as pig-keeping farmers may be induced to purchase them owing to the high prices demanded for other feeding stuffs. It is very seldom that we hear of much harm to the pig from using these out of date potatoes, but serious cases of poisoning among cattle and horses have been attributed to their use, particularly so when they have been pulped and mixed with other foods and fed raw. This danger may be got over by cooking the potatoes. It is essential that they should be thoroughly washed first; if they are then put through the pulper they will cook much more readily and mash better in the hog tub. Such food is very useful indeed if fed to the pigs. But it often occurs that these potatoes are kept so long that they are of very little value for any purpose.

WHO IS TO SHOOT THE ROOKS?

It is very probable that shooting Germans will occupy the attention of those who, at this period of the year, generally devote their energies and straight eye in the direction of the nests in the rookery by thinning out the youngsters and providing the material for many rook pies. Now these youngsters will be allowed to mature and join the ranks of the raiders on the farmers' crops. The rooks may be all right and do a certain amount of good when they are kept within reasonable limits. It was so with the starling; it was quite a respectable bird and highly useful until it increased to such an extent that it used up some of its sources of food supply and started fruit eating and, more latterly still, corn eating. Anyway, something should be done to thin the ranks of the rooks before they become a pest. What is worse even than the rooks is the increasing number of jackdaws.

WHY IS MILK SO DEAR?

Complaint has been made that farmers are taking undue advantage of the war to raise prices, particularly so of milk. Surely the farmers in the Chew Valley of Somerset can hardly be accused of this, as they have sold their milk for the summer six months at 7d. and the winter six months at 9d. per gallon. At these prices retailers in the towns can well afford to retail this milk at 4d. per quart, which is just half the cost of a similar quantity of beer. There is, however, quite a tendency, among those farmers whose wives and daughters are capable, to make Cheddar cheese, with prices reaching to 95s. per hundred-weight, and an unlimited demand. There should be some profit in the cheese tub this year, and bacon pigs, above 14s. per score, should pay for consuming the whey, even if £1 per sack has to be paid for barley meal to mix with it.

ELDRD WALKER.

A SEVENTY YEARS' RECORD OF GOVERNMENT WORK IN WAR AND PEACE TIMES.

ALTHOUGH the firm of D. Napier and Sons, Limited, has acquired special prominence in modern times in the manufacture of the well known Napier motor cars, its previous history gives a special fitness to its present association with Government undertakings: for, in so much as any one business can do so, the career of Napier's reflects the progress not only of English Government works, but also that of the Russian, French and Egyptian Governments, who are now allied with us in a terrible struggle against a common enemy. The firm of Napier was established in the reign of George III, and after long association with public works achieved the distinction of installing the first steam-driven gun-finishing machinery and bullet-making machinery in Woolwich Arsenal. It seems scarcely credible that up to this time such machinery was horse driven. Napier's was, indeed, the first firm to manufacture bullets by machinery. These machines, the construction of which was guarded as a State secret, were kept at Vine Street, Lambeth, and the Arsenal used to fetch the bullets away by the wagon-load.

Their fame, of course, soon became known, however, and in 1856 came an order for bullet-making machinery from the French War Office, followed in the next year by one from the Egyptian Government.

In 1847 the firm received a large order for gun-finishing machinery from Spain, and in 1856, a sinister year in English history, the British Government placed a large order with them for guns for use in the Crimea.

But Messrs. Napier's associations with the Government have not been wholly war-like. Formerly the firm of De la Rue printed our postage stamps with Napier-made machinery. In 1841 they supplied automatic weighing machines to the Bank of England, and ten years later the Mint also ordered a large number. Moreover, the Spanish Government followed the example set by this country by reorganising their Mint in 1853 and installing a complete set of Napier machinery.

In 1854 Napier bank note printing machinery was supplied to the Bank of England, each machine being able to print 3,000 notes an hour; and this order was soon followed by one from Russia for a similar set of machinery for the



Interior of a Machine Shop at the Napier Works, Acton, W.



Mr. H. T. Vane, Managing Director of Messrs. D. Napier and Sons.

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It is only logical, therefore, considering their history from the beginning to the present day, that the firm is once more playing an important part in war. The Allied Governments have placed with them enormous orders for war vehicles of every kind—ambulances, transport wagons, staff cars and every conceivable form of motor, including fully equipped, self-contained travelling workshops.

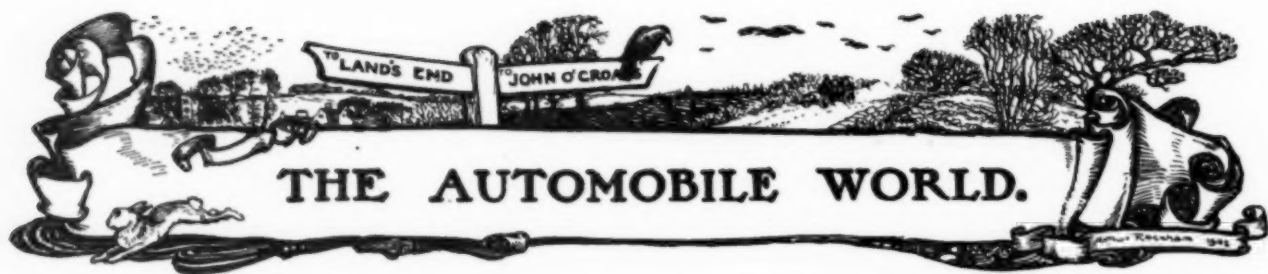
Moreover, so high is the firm's reputation in the engineering world that the British Government has now entrusted them with work of a very special nature, which it is not permissible to describe here. It must suffice to say that when it becomes public, it will show, not only that

the Government has been astute and fully alive to the needs of the moment in their actions, but also that Messrs. Napier have loyally placed their unique knowledge and experience at their country's unreserved disposal. If everybody did so as fully in proportion to their capacity, the result of the European conflict would be a foregone and soon-to-be arrived-at conclusion.

We illustrate a machine shop, giving some idea of the capacity of this famous firm. Mr. Vane, whose portrait we also reproduce, has been associated with Napier cars since 1904.



Type of Transport War Vehicle as supplied to the troops.



MOTOR FUELS—THEIR NATURE AND CHARACTERISTICS.

MOTORISTS are very well accustomed to arguments as to the relative merits and prospects of various motor fuels, but on the whole are not very well acquainted with the essential elementary facts regarding the fuels themselves. Neither are they generally conversant with the relative importance of the various factors by which the merits of a fuel may be judged. The most important factor of all is, of course, the result obtained in prolonged service upon the road, but there are others from which some sort of an opinion can generally be formed in advance. From time to time motorists are asked to take a particular interest in some new scheme for the production or distribution of fuel, and it is just as well before doing so that they should be able to form some conclusion for themselves as to the real value, or lack of value, of the claims put forward on behalf of the various products that are brought before them.

First, as to the nature of the best known fuels. Petrol is, of course, obtained by distillation from the crude petroleum as it comes from the well. If the crude oil is heated, the lighter portions of it become volatilised and so separated from the heavier portions. The lighter portions can then be condensed again in some separate vessel. If this process is carried on with the oil at a temperature of 150deg. C., the resulting light product is what we commonly call "petrol." As a matter of fact, petrol is not one spirit, but a mixture of several hydro-carbons. In the old days the distillation was carried still further, and a very light spirit resulted; but when the demand increased very much, this process was abandoned. The specific gravity of the highest grades of petrol is now about 0.72, while that of the heavier grades is about 0.76.

Benzole is the first member of the series of products known as aromatic hydro-carbons, which is produced in the tar formed during the destructive distillation of hydro-carbons at a high temperature. Like petrol, it is made up of carbon and of hydrogen only, but the molecules are rather differently formed. Benzole is obtained by the use of recovery plant in coke ovens. The benzole is in this way recovered from the gases before they are utilised as fuel for heating the coal. The quantity of benzole that would be available if all the old type of coke ovens were replaced would still be small compared with the total demand for motor fuel. The consequence is that the price of benzole is likely to follow very closely on that of petrol.

As regards power, benzole averages about 12 per cent. higher. Its specific gravity is about 0.886. Unless well purified, benzole causes an objectionable smell in the exhaust, and also leads to the formation of deposits of a tarry character, which tend to clog the valves and interfere with the efficiency of the engine. Its calorific value is somewhat higher than that of petrol.

Calorific value is the measure of the heat which is given off when a certain quantity of a material is burned, so that, other things being equal, a fuel is likely to be better if its calorific value is high. This argument, however, must not be followed too far.

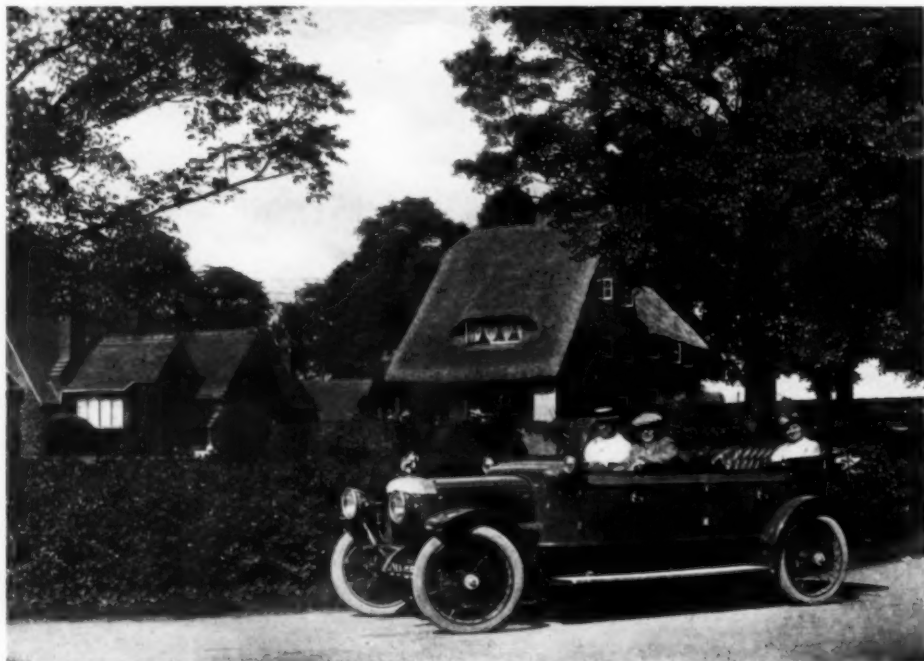
A material not yet generally used as a motor fuel, but apparently employed at the present moment in considerable quantities in Germany, is alcohol. While petrol and benzole are more or less directly the result of the storing of the energy which was sent out by the sun thousands of years ago, alcohol is a consequence of the sun's power in our own times. It is obtained by fermentation from any of a large variety of vegetable substances, such as corn, potatoes, sugar cane, beet, wood refuse, and even sawdust. Each molecule of alcohol contains not only carbon and hydrogen, but a certain quantity of oxygen, and one of the results of this fact is that the calorific power of the fuel is comparatively low. Its big theoretical advantage is that the supplies of alcohol can be renewed as long as crops can be made to grow, while its big practical advantage, balancing its low calorific value, is the fact that a properly designed alcohol engine can be made to give a surprisingly high efficiency.

The price of alcohol is at present entirely artificial, and is the result of legislation. It could probably be produced in great quantities at something under 6d. a gallon, but it will always be necessary to denature it, which must add somewhat to the cost. To denature alcohol is to render it in theory impossible for human consumption as a drink. In practice, there are people who will drink anything intoxicating that is not definitely and violently

poisonous. Denatured alcohol is sold in Great Britain under the name of "methylated spirits." The denaturant in this case is wood naphtha and a little petroleum. It will probably prove possible to devise much more satisfactory denaturants which will add less to the cost, and will not introduce any tendency towards the formation of acid, which is liable to cause corrosion in an engine.

Large supplies of motor spirit are now being obtained by a

process known as "cracking." This consists primarily of subjecting heavy oils to very high temperatures, with the result that the molecules are split up, and a fair percentage of lighter hydro-carbons results. Considerable quantities of crude oil are now treated in this way in America by what is known as the Burton process, which is a copy of a method evolved in Great Britain some twenty years ago. The result is rather a raw fuel, which is, nevertheless, quite acceptable for use, for example, in agricultural motors in the West. The "cracked" spirit from America is not exported, but it is very useful, inasmuch as it meets part of the home demand and frees considerable quantities of motor fuel of a better quality for export. Most "cracked" spirits result in sticky residues, which are bad in an engine, but recent improvements in the method of "cracking" seem to be



THE VICTORIA ALMSHOUSES AT WHIPPINGHAM.

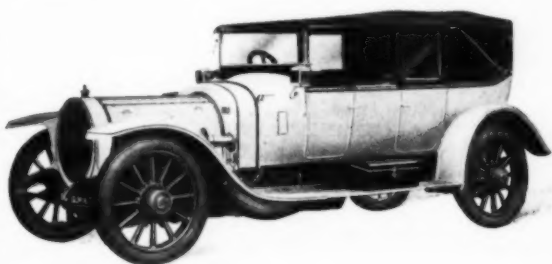
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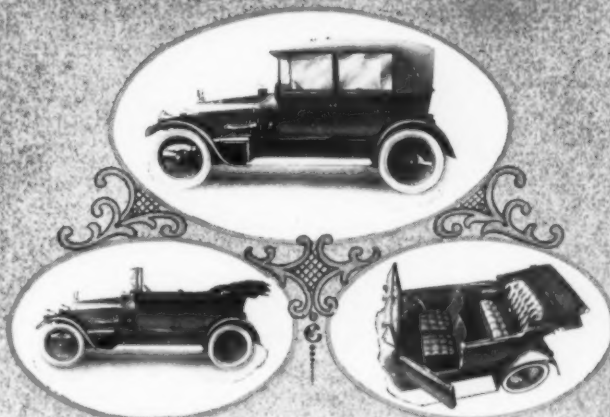
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leading to the production of really satisfactory fuels by this method. The Hall process, of which we gave a few particulars some weeks ago, is the farthest advance in this direction at present. Natural gases from the oil wells are used in some motor fuels. These gases are cooled and compressed, and finally a very light liquid is obtained, which can be mixed with comparatively heavy spirits with fairly good results. The Hall process referred to above is, in fact, closely akin to this method.

Mixtures of two or more separate fuels are sometimes employed. It is common practice to mix some petrol with benzole to make starting in cold weather easier. Mixtures of petrol and paraffin have been tried with fair success when the conditions require not much more than constant speed running. Mixtures of benzole and alcohol in almost any proportion give fairly good results. In the annual trials of military vehicles in France a 50 per cent. mixture of these fuels has been used for many years past. Professor Lewes states that the fuel which is now being used extensively in Germany in consequence of the comparative famine in petrol is something in the nature of 80 per cent. of alcohol mixed with 20 per cent. of benzole, in which 200 grams of naphthalene are dissolved. This gives about five-sixths the power of petrol in an ordinary petrol engine without serious alterations other than the provision of some means of warming up the carburettor to assist starting.

Comparative tests of fuels on the road or track are apt to be very misleading. Some fuels require more air than others, and consequently the results of a comparative test may be badly upset if by any chance the carburettor jets are better suited to the one fuel than for the other. If the same jets are used in each case the results cannot be really fair to both fuels. Thus an element of personal error enters into all such trials, the results of which, even under the most careful official observation, must therefore be accepted with considerable reserve. A combination of a prolonged road test with searching bench tests affords the only real means of gauging the value of a fuel for motor purposes. The road test must be carried out under varied conditions of speed, gradients and other factors. A fuel which may do very well during a constant speed run round a track may be a total failure if required to show flexibility and rapid acceleration and to meet the constantly changing conditions of a hilly country. Again, a fuel which may be perfectly satisfactory in the summer may fail in the winter, owing to the impossibility of starting the engine from the cold when it is used. Unless the tests on road and bench are very prolonged, we have no certain indication as to whether a new fuel may not cause deposition of tarry matter or of acids which will lead to corrosion of metal.

It is easy to argue the merits of a fuel superficially by statements as to its specific gravity, its calorific value and the like. As a matter of fact, it does not do to give too much importance to any such qualities. Specific gravity is very misleading.



A 1915 16 H.P. SUNBEAM.

By their consistently good behaviour in Government service the Sunbeams have largely added to their reputation since the beginning of the war.

Benzole is much heavier than the heaviest petrol, and yet gives higher power in an engine. The heavier petrols, again, give rather better power than the lighter ones. For any given fuel, low specific gravity generally means comparatively easy starting, but in comparing fuels of different composition—as, for example, petrol and benzole—this rough rule does not hold good.

Again, high calorific value is, of course, good in itself, but we have seen that the lower grades of petrol have higher calorific

value than the first grades. Going to an extreme, one might very well find fuels of very high calorific value which would be practically useless because of the difficulty they would cause in starting the engine from cold. Leaving this point out of consideration, the importance of high calorific value can easily be over-estimated. If it were the only thing worth considering, alcohol could be ruled out as hopeless, since it would give only



A 30-35 H.P. NAPIER WITH CUNARD CABRIOLET BODY.

The car, which was built for a Chinese customer, climbed a gradient of 1 in 5½ on second speed under R.A.C. observation.

about half the power of petrol. In practice, however, alcohol can be used at a much higher compression, which makes for good efficiency. Also, it requires much less air for its combustion, so that there is less heat wasted in bringing all this air up to the temperature of the other gases. Again, the explosive range of alcohol is much longer. This is an important point, to which we shall return later.

The other important factor mentioned is vapour tension. Some fuels will give off vapour much more readily than others at ordinary atmospheric temperatures. For example, the vapour tension of petrol is much higher than that of either benzole or alcohol. The result is that, when starting from the cold, it is much easier to get a sufficiency of petrol vapour into the cylinder to allow of an explosion. The vapour tension of alcohol is higher than that of benzole. Nevertheless, alcohol is the most troublesome of the three when starting, since it wants a richer mixture, or, in other words, a bigger percentage of alcohol mixed with air before the lower limit of its explosive range is reached at all.

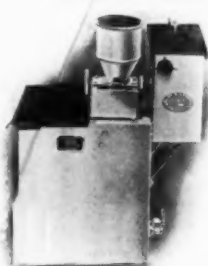
Those who wish to increase their knowledge of motor fuels could make no better start than by studying the information given by Professor Vivian B. Lewes in his series of Cantor Lectures recently delivered before the Royal Society of Arts. The facts given in this short article are admittedly almost entirely compiled from notes made during these lectures, which were delivered with all the lucidity and vigour which make even the driest subject a source of lively entertainment when Professor Lewes deals with it.

THE DEMAND FOR MILITARY DRIVERS.

IN our last issue we referred to the fact that there is urgent need for very large numbers of fully trained motor drivers in the mechanical transport of the Army Service Corps. In the interval which has since elapsed we have come into the possession of information which leads us to put this matter before our readers even more strongly than before. There is grave risk that, within the next few weeks, a shortage of motor drivers will be the principal, and possibly the only, cause of delaying the movements towards the front of the new formations, mainly

composed of men who enlisted during the very early days of the war. It is no good sending out men unless they are properly equipped, and among the first essentials of their equipment must be ranked the convoys, upon which they depend entirely for a regular supply of nutritious food, and also for all kinds of ammunition. We cannot send our troops into the firing line to be starved or butchered, and—if we may use the expressive American phrase—it is up to the motorist to see that

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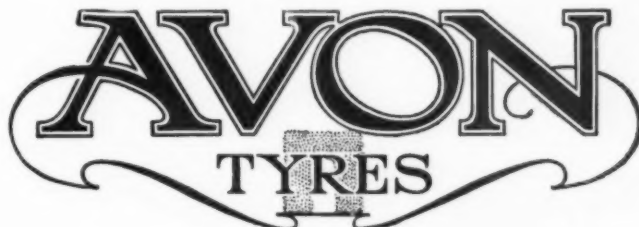
"WHY bother about the Germans invading the country?" says a cheerful Tube bill. "Invade it yourself!"

The advice is as excellent as it is timely, and it has a special significance for motorists if the phrase be amended to "Invade your own country."

This year the Continent is closed to tourists. Stay-at-home holidays are at once compulsory and patriotic—and who shall say that the cures of Marienbad or Baden-Baden will be missed when Harrogate or "Bath-Bath" have been given a fair trial? Touring conditions as fine as any on the Continent await us in our own Surrey lanes and Scottish glens.

This Springtime, with a new zest, answer the call of the Open Road that leads to glorious Devon, the New Forest, the English Lakes, the Welsh mountains, the wild beauties of the Emerald Isle. Visit British spas, rediscover the neglected charm of your own country, and spend money among your own people.

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this does not happen, and that the sorely tried regiments already in the firing line receive relief and support at the earliest possible moment.

Probably every reader of these lines has during the last few weeks not hesitated to blame those men who by their slackness, or out of a selfish desire to make personal profit from the crisis, have impeded the production of military stores and particularly of ammunition. Under existing conditions, motorists who choose to retain in their service, in order to conduce to their personal comfort, trained motor drivers of suitable age and qualifications, without whom the ammunition when manufactured cannot be brought into use, must realise their own definite inclusion among the ranks of the minority who are actually putting difficulties in the way of the successful prosecution of the war by their own country. Skilled drivers are accepted in the Army Service Corps (Mechanical Transport) up to the age of forty-five, and even this limit is possibly not so strict as it might appear. Their pay is good, being at the rate of 6s. a day, all found, and this

does not include the considerable separation allowances made in respect of wife and family. Even if the chauffeur in private employ is likely to lose something financially by doing his duty at this crisis, his own sense of right, coupled with that of his employer, ought to overcome the difficulty. Evidently, the men who come forward should not suffer unnecessarily for doing so. There should be no doubt as to the honest intention of their employers to re-engage them when they return from the war, and in the meanwhile to keep an eye, on their behalf, on those who might conceivably suffer by their absence.

The number of drivers now required in the Army is enormous, and the effect of their removal from civilian service must inevitably be very considerable. Thousands, or tens of thousands, of motorists, accustomed to depend upon paid experts, will find themselves faced with the alternative of laying up their cars or handling them themselves, and it is with this important fact in mind that we shall in COUNTRY LIFE of June 12th devote a considerable amount of space to a series of articles dealing with that class of motorist who may be described as the owner-driver.

FROM THE EDITOR'S BOOKSHELF.

My Shrubs, by Eden Phillpotts. (John Lane.)

THE greatest charm of this book is the pleasant literary style that the author has adopted. Too often books on gardening are heavy tomes, perfectly reliable as guides to the hundred and one cultural details of the plants dealt with, or high literary flights of imagination that make pleasant enough reading, but which can by no means be regarded as truthful or based on intelligent experience. But Mr. Phillpotts does his best to combine sound, reliable information with good reading, and for that the thanks of all lovers of shrubs are due. This must not be taken to indicate, however, that the book is an inexhaustible guide to the cultivation of the shrubs mentioned in its pages. Indeed, cultural details are rather conspicuous by their absence. It is only when the author allows his humour a little sway in describing failure or success with a certain shrub that we get a glimpse of the methods he has adopted. In many instances he has been successful with rare kinds, and in many, alas! failure has to be recorded. This is what every gardener has to expect, and the failures make successes more sweet. In the introduction the author does give us some tags of wisdom, but we imagine the ladies of his district will make it an unpleasant one for some time to come, *i.e.*, if they read his satirical comparison between hats and rhododendrons. His suggestion that shrubs, when protected in winter, should be lightly covered with shielding material that can be easily removed, instead of being bound up like mummies for several months on end, is sound; but we cannot agree with the unqualified statement that "Shrubs, in fact, are no good to an old man in a hurry. If you are over sixty years of age, stick to the herbaceous border, orchids and fruit; indeed, forty-five is none too early to begin growing shrubs." It has to be admitted that many good kinds are notoriously tardy in growth, but when we can get *Cytisus præcox* 4ft. high three years after planting it out from a 5in. flower-pot, *Buddleia variabilis veitchiana* even higher in the same period, to say nothing of such charming quick growing kinds as *diervillas* or *weigelas*, *forsythias*, *escallonias* and many others, Mr. Phillpotts's dictum is rather misleading.

The little historical notes and the derivation of many of the generic names are useful and interesting, and, like *Oliver Twist*, one wants more. Also, a few more details of the shrubs that he has grown well would have received a hearty welcome. For instance, the quite unnecessary warning is given to "smell *Colletia* (cruciata) with care, or he will stab you in a tender place"; yet in singing the praises of *Buddleia Colvillei* no warning note is sounded. Yet Mr. Phillpotts must know that the beautiful rose coloured flowers emit a pungent odour compared with which certain elementary chemical experiments are pleasant. But possibly the omission is intentional, the natural thing for one to do who has experienced this "trap" being to try to induce his or her acquaintances to fall into it.

The author evidently has a very fine collection of rare shrubs, a collection that those who have to pass their days in less genial climes will regard with good-natured envy. But there are a few that we miss. For instance, in *escallonias* we hope Mr. Phillpotts will try the beautiful hybrid *langleyensis*. It is a gem of the first water. So far as the production of the book is concerned, it may be summed up in the one word "excellent." Both letterpress and illustrations are superb, and the volume will provide interesting, and at intervals amusing, reading for many a dull hour.

Loneliness, by Robert Hugh Benson. (Hutchinson and Co.)

THIS is a story of modern English life. It contains descriptions of palaces in Park Lane and cottages in Hertfordshire; it tells of deer-stalking and fishing in Scotland and of singing at Covent Garden. Yet the purpose of it is to enforce certain principles which are neither modern nor English. Marion Tenterden, a Roman Catholic, makes a sudden and immense success as Elsa in "*Lohengrin*," and becomes engaged to Max Merival, the only son of a banker with great wealth and a recent title; the banker is ignorant of the engagement and would certainly oppose such a marriage. After a few months Marion loses her voice, and her career is at an end. Her lover is left her; he wishes to marry her in defiance of his family, but there is another obstacle to their marriage which proves fatal. It appears that in the case of mixed marriages a Papal Bull known as *Ne temere* exacts from the heretic certain undertakings which the woman in this case insists upon and the man finds it impossible to comply with. Max might have loved Marion well enough to have married her on any conditions; but his loyalty, already shaken by family opposition and Marion's disaster, fails under this

additional test. Or Marion might have loved Max so well that she was willing to defy the Pope and his Bull; and this she intended at first to do, but circumstances brought her back to the old allegiance, and the pair were parted. She is left to her "loneliness," and the story ends. Now this may satisfy and edify those who believe that a Papal Bull is a direct expression of the Divine will. But Englishmen do not believe that. Consequently, there is a deep gulf between the author and his readers. He holds up for our admiration a standard which we do not recognise. To us Marion, attractive as she is, is, after all, a puppet whose strings are pulled by a priest; and Max is rather a poor creature. Of the other characters, the most convincing is the Church of England parson, and the most ambitious is Miss Brent, who lives with Marion and takes care of her. She is a muddle-headed and garrulous old maid whose heart redeems the faults of her head. The type has been depicted once for all by Miss Austen, nor did she find it necessary to make Miss Bates amusing by providing her with a swearing parrot.

Meave, by Dorothea Conyers. (Hutchinson.)

MRS. CONYERS' new book really amounts to a recipe for capturing the affection of contrary relations. Treat their prejudices with sublime indifference, their habits of long years as mere whims to be overcome by opposition, corrupt their servants and aid and abet poaching in their preserves, and before the year is out, utterly abased, they will be feeding out of your hand. At least, that is how Meave managed to win the staunch allegiance of her extremely crusty and elderly uncle Sir Crichton, whose habitual speech resembled the distant bellowing of an enraged bull. But then, Meave is one of the most delightful heroines that ever came from Ireland, and we should hesitate to recommend her tactics to every niece in difficulties. Reversing the general order of Irish novels which uproot the conventional Saxon from his orderly home to learn the real *joie de vivre* in the "poor old Heavin in ruins" across the Irish Sea, the author brings her heroine—to say nothing of her priceless groom, Mael Dunne—from the neighbourhood of Killeen, endeared already to Mrs. Conyers' admirers in many an entertaining yarn, where she had hunted assiduously on half-broken youngsters lent her by a neighbouring squireen, into a clockwork bachelor household in England. How Meave subjugates the master, makes brilliant conquests among the bachelors in the neighbourhood, including a German prince (we imagine this episode was written in ante-bellum days), and, above all, routs her cattish cousin, while Mael Dunne turns the kitchen into a cross between a saddle-room and a kennel-boiler, and woos the servants, male and female alike, with flowers of Hibernian speech, makes a most entertaining book, well worthy of its writer's high reputation.

A Man's Road, by Sir Home Gordon. (Chapman and Hall.)

WE are accustomed primarily to associate Sir Home Gordon's name with entertaining talk about cricket, and though this is a serious and not a "sporting" novel, there is more than a dash of cricket about it. The author traces his hero through some pleasant chapters of early childhood, then through Eton, a year or two's wanderings abroad, and the life of a writer in London, and leaves him crippled by the war but happily married at last. It is, perhaps, because they are the more remote from the stern realities of the moment, and also because the author's heart is so clearly with his school and his game, that we like the boyish chapters the best. There is, as we fancy, just a touch of autobiography about some of them that adds to their aliveness. As to them, we have but two criticisms to make, of a somewhat meticulous character, but we offer them as evidence that the author made us read him carefully. So enthusiastic an Old Etonian ought not to lapse, however occasionally, into calling a "half" a "term," and his allusion to his hero at Lord's in his "new light blue cap and jacket" is capable of grave misconstruction. If we were not sure that Sir Home Gordon knows much better, we should think that he meant the jacket to be as blue as the cap, and not white with a light blue trimming.

Angela's Business, by Henry Sydnor Harrison. (Constable.)

THIS is a novel about women. It is a trial of two kinds of woman, the old and the new. The process is quite interesting; the special pleading on both sides is often very amusing, and the verdict is given just before the end of the book with a quite sudden note of passion, a ringing conviction which

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has a considerable effect because emotion has been wisely restrained in the evidence. It must be added, however, that this trial is only to be witnessed in the court of a single mind—that of the hero, Mr. Charles Garrot, a journalist and would-be feminist, whose composition consists very largely of an immense capability for sensitive mental reactions. These reactions are set in motion by the two principal characters of the story—Angela, a young lady with nothing to do, but with a stern determination not to be cheated on the marriage market, and Mary, a distinguished educationalist who has really all those womanly qualities of which Angela might seem at first sight to be a specific advertisement, but none of which she possesses. What is the verdict in the young man's mind? It would not be fair to deprive readers of the pleasure of finding out.

A Bride of the Plains, by Baroness Orczy. (Hutchinson.)

THE plains in Baroness Orczy's new novel are those of Hungary, that we read of so often in our war news from the East, and her story is a Hungarian village love story. The virtue of "The Scarlet Pimpernel" lay in the innumerable and exciting adventures of that protean hero rather than in colour or atmosphere. In this book the position is to some extent reversed, and we are not so much thrilled by the story as surprised by the authoress's power of presenting a series of vivid pictures of a country and a life that are strange to us. Of these scenes the best is the first in the book, the early morning of September 14th, when the conscripts of the year have to go away for their training in an infinitely distant and unknown Bosnia with the hated Austrian Army. All through the night the men have drowned care by dancing in a big barn—dancing endless csárdás while the gipsy musicians, hot and exhausted, play faster and faster, and the elders look sorrowfully on. Then, with the remorseless daylight, the train comes and takes the conscripts away; the men weep and beg the girls to wait the three long years for them, and the girls weep too and try to run with the train, till it leaves them behind. There are other scenes, too, not of quite the same quality, but still extremely picturesque. The love story of Andor, a conscript who goes to the wars, and Elsa, a village beauty who promises to wait for him, is a pretty one enough; but it is the picture of that strange, remote, passionate village life that is the point.

Kitchener Chaps, by A. Neil Lyons. (The Bodley Head.)

MR. NEIL LYONS has a delightful talent for depicting the type of young gentleman who addresses his friends collectively as "chaps." That young gentleman is now a member of the New Army, and is as amusing as ever in his new guise. There is, for example, Private Blood, most pleasantly and affably drunk in a railway carriage, having lost his prisoner, his pass, his government water bottle and, as it ultimately appears, himself. Then there is Private Dodd, who, having been badly wounded in the head while gallantly rescuing four men, is anxious to go back again for his "second rations" of fighting. "You see, sir," he explains, "there's more *peace* for a man out there at the front. They don't mess you about the same as they do here." Or, again, there is a very engaging private—name unknown—whom we meet in the first chapter, inciting his fellow recruits to mutiny. "This is the British Army, this is. Breakfast 'at' arf parse five and nothink t'eat since, on'y what we've bought on the road out of our own money. . . . This is the bluggy army, this is. Sorry I ever joined. So is me mates 'ere. Ain't ya, chaps?" All these and many more make exceedingly good company.

The Mystery of the Boule Cabinet, by Burton E. Stevenson. (Eveleigh Nash.)

SHERLOCK HOLMES has set so high an intellectual standard in his profession that Lecoq or Sergeant Cuff—of the beloved "Moonstone"—seem but contemptible bunglers, and, as far as the super-detective is concerned, authors can do no more. An exception should, perhaps, be made in favour of Rouletabille of the Yellow Room, a most ingenious young man. Apart from him, however, the writers of detective fiction have wisely turned their attention to the super-criminal, and following Professor Moriarty, Sherlock's great adversary, we have had the four just men, Arsène Lupin, and now Jacques Crochard l'Invincible, perhaps the most astoundingly and impossibly brilliant of them all. Frankly, we cannot quite believe in him, but this does not much matter. There are, indeed, several faults in the book, but they none of them matter compared with the fact that we are genuinely thrilled and mystified; our flesh is made to creep, and, if we are in a railway carriage, the miles flee by unnoticed. The plot, of course, must not be revealed, and we can do no more than pass the reader a hint that some thoroughly modern murders are connected with a cabinet that once belonged to Madame de Montespan, while over the whole story hangs the poisonous glamour of the Medici. We gather that the story, which is an American one, has already seen the light in its native country, but anyone who likes a good detective story will be grateful for its reproduction in England.

Love-Birds in the Coco-Nuts, by Peter Blundell. (The Bodley Head.)

MR. BLUNDELL labelled his two previous novels as a "tropical comedy" and a "nautical comedy" respectively. We could wish that he had given the same measure of explanation in this case, because we find it hard to affix a label for ourselves. We do not feel at all sure what he is aiming at, but, whatever it is, we think that he must just have missed it. The scene of his story is laid near a Malay rubber plantation; half of it is told by Lolina, a fascinating Eurasian lady who keeps an inn, and half by an imaginary novelist, Mr. Nubkins, who is supposed to be helping her in her task. There are Eurasian characters who, for the most part, tend clearly towards comedy—Mr. Fernandez, the old contractor, and his wife and young Ferdinand Fernandez, who talks a language rather like that of Mr. Jabberjee, and Lolina herself. There are white characters who are, on the whole, more serious—but their rather complex love affairs are unconvincing and often tiresome. Right through the book we have the feeling that the author has got out of his stride and cannot get into it again. Mr. Blundell has an interesting setting for his story; but this time the story must be set down a failure.

Sea-Pie by J. E. Patterson. (Max Goschen.)

AS befits one who has lived much of his life on it, Mr. Patterson has a real grip of the sea. He makes those of us among his readers who have probed no further into its mysteries than is possible from a deck of a big liner feel how ignorant we are. He seems to seize us by the shoulder and shake us to try to make us understand. And he does make us understand something—something, for example, of the hardship of a North Sea fisherman's life, of the cold and the wind and the darkness and the icy water breaking over the ship. Many of the stories are put into the mouth of a captivating and mysterious old seaman called "Shivers," whose name is singularly appropriate to the sensations that he produces. There are two of his yarns—one of the ship's crew stricken down by a sudden plague; the other of the murderer whom a grim chance brings back to his derelict ship and the corpses of those he had murdered—that are truly grizzly in the best sense of the word.

Mrs. Barnet-Robes, by Mrs. C. S. Peel. (The Bodley Head.)

RED hair seems to be exercising the minds of writers rather unduly just now. It has supplied the title or the motif of more than one recent novel, and now comes Mrs. Peel, the vivacious author of "The Hat Shop," with two heroines to one plot, who both start life plentifully endowed with red-gold locks. The Providence that ensures chances alike to the just and the unjust makes no distinction between the babies, even although one is born in West Brompton and the other in Eaton Square. Barring a common paternity, colouring in common is the only bond between these unacknowledged sisters, and one calculated to discourage a reader who has no faith in the active influence of red hair for weal or woe; but of the book itself one can speak with sincere praise. The working out of parallel careers is not an easy mode of conducting a plot, nor one that lends itself to artistic expression, but Mrs. Peel has done it with a coherence and a keen sympathy with her widely differing heroines which makes an extremely readable book.

The House of the Foxes, by Katharine Tynan. (Smith, Elder.)

MISS TYNAN has hung her tale upon an ancient Irish legend of authentic origin. To tell the legend over again in bald reviewer's prose would be to spoil it. Miss Tynan, with her fresh imagination and facile pen, has provided it with a very pleasing setting. Around the story of a curse she has woven a romance of her own kind serenely and cheerfully. While not neglecting to introduce any of its *macabre* caste—the hidden ghosts and the mysterious foxes—she yet quite readily forgets what potent agents to a tragedy of the grimmer order such a caste might be, and proceeds with great sweetness, and with touches of what it must be allowed is real poetic imagination, to tell us a love story. It is a story so gentle as to seem a little inappropriate, surrounded as it is by these hints of the old, evil world of folk lore, with its fierce passions and the broken spars of its sinister beliefs.

The Holy Flower, by H. Rider Haggard. (Ward, Lock.)

TO renew acquaintance with our old friend Alan Quartermaine is almost like renewing a lost friendship of our youth, only, unlike so many of the objects of a youthful attachment, Alan has lost little of vitality and nothing of the glamour of romance in the years that have elapsed since he first enchanted an adventure-loving public. The Holy Flower is a gigantic orchid with a golden cup, or, as orchidists would describe it, a "dorsal sepal" of vivid gold, embossed with a black blotch on the outside, exactly like a gorilla's head—an appropriate insignia since the flower was a symbol of gorilla worship—and silver, black-streaked, upstanding sepals, measuring in all about a yard across. How it came to the hero's knowledge, how he found it, literally guarded by the nastiest things in humanity and apedom that ever invaded one's most nightmarish moments, above all, how he did *not* bring the prize home to stir up envy, hatred and malice in the hearts of orchid enthusiasts here, it is enough that they are recounted by Sir H. Rider Haggard, that past-master in the telling of romances, to assure our readers of an entertaining yarn for troubled times.

BOOKS RECEIVED.

- A Short History of Belgium and Holland, by Alexander Young. (Fisher Unwin, 5s. net.)
 The Land After the War and British Wheat Production. (St. Catherine Press, 1s. net.)
 Popular Hardy Perennials, by T. W. Sanders. (Collingridge, 5s. net.)
 The Mystery of the Boule Cabinet, by Burton E. Stevenson. (Eveleigh Nash, 6s.)
 Juliette Drouet's Love Letters to Victor Hugo, by Louis Guimbaud. Translated by Lady Theodora Davidson. (Stanley Paul and Co., 10s. 6d. net.)
 A Second Book of Patience Games, by Ernest Bergholt. (Routledge, 1s. net.)
 Russian Realities, by John Hubback. (J. Lane, 5s. net.)
 Text Book of Navigation and Nautical Astronomy, by Captain A. P. W. Williamson, F.R.G.S. (John Hogg, 7s. 6d. net.)
 The System of National Finance, by E. Hilton Young, M.P. (T. Fisher Unwin, 7s. 6d. net.)
 Automatic Pistol Shooting, by Walter Winans. (Putnam.)
 Studies in Carto-Bibliography, by Sir H. J. Fordham. (Clarendon Press, 6s. net.)
 Dynamic Evolutions, by Casper L. Redfield. (Putnam, 10d. 50c.)
 Villages' Industries, by J. L. Green. (Rural World Publishing Company, 1s. 6d.)
 The Spirit of Japanese Art, by Yone Noguchi. (John Murray, 2s. net.)
 Lithography and Lithographers: Joseph Pennell, E. Robins Pennell. (Fisher Unwin, 10s. 6d. net.)
 Wonders of Wild Nature, by Richard Kearton. (Cassell, 6s.)
 The Development and Properties of Raw Cotton, by W. Lawrence Balls. (A. and C. Black, 5s. net.)
 My Shrubs, by Eden Phillpotts. (J. Lane, 10s. net.)
 Joseph Pennell's Pictures in the Land of the Temples. (Heinemann, 5s. net.)
 The Devil in a Nunery, by Francis Oscar Mann. (Constable, 4s. 6d. net.)
 Rambles in Arcadia, by Arthur Grant. (Constable, 3s. 6d. net.)
 Chinese Forest Trees and Timber Supply, by Norman Shaw. (Fisher Unwin, 10s. 6d. net.)
 The Wire Fox Terrier Association's Year Book, 1915. (Drane.)
 Rabindranath Tagore, by Ernest Rhys. (Macmillan, 5s. net.)
 Clear Waters, by A. G. Bradley. (Constable, 7s. 6d. net.)
 Twenty Years of My Life, by Douglas Sladen. (Constable, 10s. 6d. net.)
 The Romance of a Favourite, by Frederic Lollée. Translated by W. M. Fullerton. (Constable, 3s. 6d. net.)
 Quaker Women, by M. R. Brailsford. (Duckworth, 7s. 6d.)

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THE SECURITY FOR LIFE ASSURANCE

BY WILLIAM SCHOOLING.

SINCE the war began I have been asked several times whether it was advisable to take life policies or buy annuities at the present time. The implication was that the financial disturbance at present existing might have a seriously adverse effect upon the investments of life assurance companies, and so jeopardise their security.

There was always a convincing general reply to this insinuation, and the reports of life offices which have been published in recent weeks supply a specific answer as well. When a life office values its liabilities and distributes its assets every five years, there is no occasion to re-value the securities each year; it is sufficient to carry them at the prices at which they stood at the time of the last bonus declaration. Several valuations, however, have been made as at the end of last year. In almost every case the values of the securities have been based upon the prices prevailing at December 31st or early in January, as nearly as these could be ascertained. An excellent way of dealing with the matter has been to adopt the suggestion approved by the Board of Trade to use for Stock Exchange securities the market prices for December 31st, 1913, subsequent depreciation being provided for by means of investment reserve funds. If in the future it proves that these reserve funds are not needed, they can go back into the general surplus and be available for distribution among the policy holders in the form of bonuses. Possibly if the securities are actually written down to their market values at the end of 1914, they may never be written up again, and such a course would tend to injustice as between different classes of policy holders.

Whatever the precise process adopted, the offices that have made valuations at the end of last year have taken into account, not only the serious depreciation that had occurred up to last July, but the still further decline in values that resulted from the war. In no single case up to the present time has there even been a failure to declare a substantial bonus, and financial positions of great strength have been revealed. In some cases the old rate of bonus has been maintained, or slightly increased, while in others there has been a small reduction. The companies have passed a severe test and supplied abundant proof of the strong position which British life offices hold. It is very possible that securities have not yet reached their lowest point, but even a substantial further decline would not impair the solvency of the companies nor create any difficulty in meeting all claims punctually and in full as they arise. When we contrast this position with that of private investors we see, not only that the comparison is all in favour of the life offices, but that the investments of a man in life assurance are proving altogether superior to his investment in any other kind of securities.

SOURCES OF STRENGTH AND PROFIT.

The securities in which the funds of an office are invested constitute the fundamental guarantee for the payment of claims, but it is the normal practice of good companies greatly to over-value their liabilities, and in normal times to underestimate their assets. Actuaries have a technical way of their own of overstating the amount of the liabilities; they know from past mortality experience when, on the average, claims are likely to occur, and they set aside funds which at the expected times will amount to the required sum. These funds are invested to earn compound interest. The funds can be comparatively small if they are to grow rapidly at a high rate of interest, but the funds have to be relatively large if they are to accumulate slowly at a low rate of interest. Actuaries assume in their calculations a much lower rate of interest than is likely to be earned. Most of them reckon on 3 per cent., but some companies employ 2½ per cent. At the present time they can earn 4 per cent., or more, free of Income Tax, not merely on their actual investments, but on their total funds invested and uninvested; the consequence is that with a 3 per cent. valuation there is a margin of 1 per cent. per annum of the funds which is available for a double purpose. In the first place, it constitutes a great source of financial strength. It may very well be that existing liabilities for future payments, which amount to £1,000,000 if they are calculated at 3 per cent., would amount to only £950,000 if 3½ per cent. were to be earned, or to about £900,000 if the funds were to yield 4 per cent. These surplus funds are not only a source of financial strength, but also of bonuses. Life assurance, therefore, presents the attractive peculiarity that the profits are largest where the security is greatest.

Actuaries have another technical method of providing security and profit; they know that if the policies are to become claims for their full amount it will be necessary in most cases for premiums to be paid in the future. The premiums that are charged to policy holders include provision for expenses, and under participating policies for bonuses as well. This provision, or addition to the premium, usually exceeds by from 5 per cent. to 10 per cent. of the premiums the actual expenditure that will be incurred, and therefore constitutes a second valuable source of security and profit.

In normal times a well managed life office makes a careful medical examination of the lives assured, and experiences a more favourable mortality than that embodied in the tables which are used in calculating the liability. If the assured live longer than is calculated, many of them will pay extra premiums, and the claims will not arise until a later date than is expected. Consequently the office keeps in hand for some time funds which it reckoned it would have to pay away earlier, and earns interest upon these funds, which yet further strengthens the already great security and increases the surplus available for bonuses.

INVESTMENT OPPORTUNITIES.

There is another very important point to notice about the investments of life offices. Every progressive company has an income that exceeds its outgo; the receipts from premiums and interest are larger than the payments for claims, surrender values and expenses. Thus each year there is some fresh money to invest, and there is no necessity to realise existing securities. Frequently when securities depreciate in capital value they yield the same income as before, and, if they are terminable bonds or debentures, will be paid off at the full price at maturity. In such cases a life office incurs no loss in connection with investments of this kind, even though in the meantime the market price may have fallen, owing to the prevalence of a high rate of interest. If a security, terminable or otherwise, yields the same income as before, though the market value depreciates, the company earns a higher rate of interest if it writes down the security to its market price. If shares that cost £1,000 yield £45 a year, and then, while continuing to give the same income, shrink in value to £900, the return is 5 per cent. instead of 4½ per cent., and this makes a great difference to a life office and its policy holders.

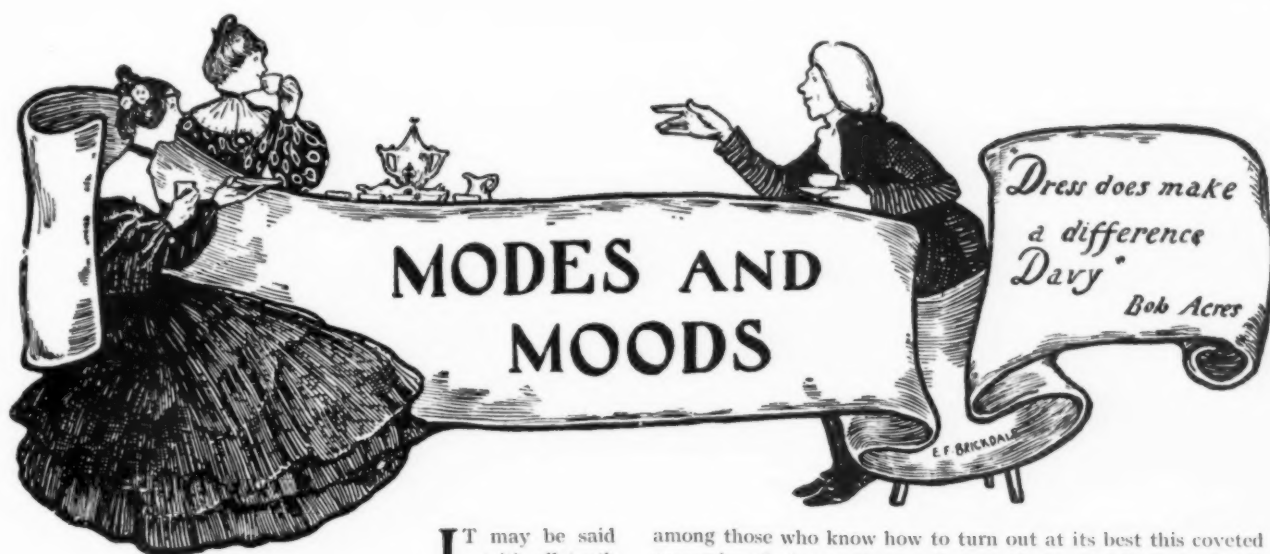
When an insurance company experiences the disadvantages of depreciation, it also obtains very substantial benefits from having large sums of fresh money to invest in good securities at low prices. These new purchases yield a high rate of interest, which is likely to be accompanied by subsequent increase in capital value.

The private investor, acting on his own account, may not always be able to hold on to depreciating securities, and may not have fresh funds with which to take advantage of favourable investment opportunities. In disconcerting times like the present it is no easy matter to decide with any confidence what class of security to select; but if a man co-operates with other people for investment purposes by taking a policy in a good life office, the securities over which his investments are spread are numerous and varied. Some of them—such as life interests and reversions—are impossible for an individual, while particularly profitable and attractive for an insurance company. Thus, by means of a policy he obtains as a member of a life assurance society investment advantages which are denied to him as an individual.

NO SHRINKAGE IN CAPITAL VALUE.

There is yet another characteristic of life assurance, which is of the first importance at a time when depreciation is so serious as it is at present. If any man will compare the prices of his securities five or ten years ago with their present values, he will find that the great majority of them show a considerable shrinkage; but if he has been a shrewd and intelligent investor, he will find one, or a few, items in his list of investments in which no depreciation whatever is shown. The exceptions to the general decline are his policies of life assurance.

Here, then, is a convincing though only a partial answer to the question whether it is advisable and safe to invest in life assurance and annuities at the present time. Additional arguments in its favour could be urged did space permit, but what I have said so far supplies conclusive proof of the superiority of life assurance over other investments, especially from the point of view of security, and particularly in these days of financial uncertainty.



IT may be said with all truth there has been

no more interesting or illuminative display of dresses of the moment, and for the future, than those being worn in "Betty," the new play at Daly's Theatre. The very most has been made of the opportunities to present La Mode in her most gracious aspect, and the woman who cannot find—not one but several—suggestions for her summer frocks out of the bevy displayed in the second act may as well write herself down as wholly impossible to please. Where all is so good it seems almost invidious to particularise, but there is a something inexpressibly attractive in the gown worn by Miss Mabel Sealby, a dainty, soft, fluffy confection of corn-coloured ninon, the skirt stitched with lines of narrow corded ribbon, and coquettishly hitched up at one side to show the once again prevalent tempestuous petticoat, all in the same delicate corn nuance. With this there goes the simplest little corsage of charmeuse, with sleeves of chiffon trimmed with soft ivory lace, and the neck scooped out in a round, outlined by a double frill of the same lace. Miss Mabel Sealby's hat is also a dream of coquetry—a small, round crown affair of corn-coloured straw, trimmed with a variegated wreath of flowers and floating streamers of velvet ribbon. Equally charming in its own way is the gown designed for Miss Madeline Seymour, of grey charmeuse, relieved by touches of Lancret blue, and accompanied by a large black hat, wreathed with pink roses and tied about with Lancret blue velvet. Nor will the simple, sweet little frock worn by Miss Winifred Barnes before she dons her pretty wedding dress escape notice. The reasonableness of this will be at once apparent, and also its splendid adaptability to such summer fabrics as patterned voiles, soft muslins, etc. The lace frilled petticoat revealed by the catching up of the full skirt at either side provides yet another example of the growing feeling for subtle draped effects, which should be readily welcomed as a relief to the monotony of the all-round full skirt.

The pity of it is that social conditions prevailing just now render the wealth of suggestions for evening frocks almost useless. But for the war and all its "frightfulness," the London ballrooms this season would have seen some of the most seductive dance dresses ever conceived. Tulle would have taken an easy first place, skirt after skirt falling like snowflakes, the one over the other, each hem finished with fairy lightness and frequently scalloped; while the vogue of the tucked velvet bodice, or rather high band would be the better description, since this passes beneath the arms and is supplemented by a shoulder transparency of tulle; should be treasured with much tenacity. It is far too effective to be permitted to slip away into obscurity. But merely as a feast for the eye, and a better realisation of how supremely charming the new modes can be rendered, all who feel in the vein for theatre-going should visit Daly's.

The importance of the exceedingly simple, perfectly turned out tailor-made has never made a greater appeal than is the case just now. The cleverness of its composition all the world of well dressed women knows, and is never for a moment deluded by its severity, but content to pay the price exacted by perfect cut, based on a study of individual lines, irreproachable workmanship and a finish that may be likened to a fine art.

It is the latter, indeed, which costs, measured by expert handling and a vast expenditure of time. And prominent

among those who know how to turn out at its best this coveted possession that no self-respecting wardrobe ever lacks is Goodbrook, 8, Hanover Street, Hanover Square. These particular

creations are always made of the finest quality cloths, tweeds and suitings, and this old-established firm have for the moment brought their commencing price down to 6 guineas, a real temptation, as the knowledgeable will admit.

Such a sum, for example, will secure a coat and skirt after the style of the model depicted, with a short, banded coat made



MISS MABEL SEALBY'S GOWN IN "BETTY."

in fine serge. The actual costume sketched, however, is in a putty-coloured whipcord, the skirt fashionably short and circular, the plain, practical little coat having distinction imparted by a deep belt, brought from the side seams, and completed by a flat end, in the centre of which a small slit leads to a pocket, quite useful for a small handkerchief or loose coppers. At the back the scheme is entirely changed, a slightly flaring basque being set at a long, becoming waist-line on to a flat upper part, completed by a moderate up-and-down collar that is sympathetically in keeping with the rest. One realises the infinite care that must have been bestowed on a modest design of this description for it to make such an instant appeal.

In the second effort—a species of the three piece suit—the authorities at 8, Hanover Street, reveal their handling of

tailor-made that is essentially of the moment, and which, furthermore, testifies to the catholicity of choice and taste reigning at Messrs. Goodbrook's.

Looking back, the marked change in fashion has been all on the side of economy. True, a year ago—to revert to evening gowns—our frocks might appear to be nothing but a swathe of chiffon manipulated with a clever economy of material; but unless that chiffon had been posed upon a foundation of superlative quality the effect would have been anything but satisfactory, while the rich jewelled embroideries which were almost imperative upon the corsage trebled the cost of the gown, and the mere plainness of outline demanded, when a more substantial stuff was employed, that it should be brocaded or beworked until its cost ran up out of all proportion to its utility. On the other

hand, [those who have made a close study of the modes of to-day know that the most charming effects are obtained with the simplest materials, and a gown absolutely of the moment may rely for extraneous adornment entirely upon ruchings of ribbon or lace, or a garlanding of tiny flowers.

Again, in the matter of tailor-mades the feeling of the moment is for plainer materials and more subdued tints, two points which in themselves make for economy; while, as I pointed out a week or two ago, the freedom with which we can associate different stuffs and even colours makes it easily possible to obtain three gowns with but the actual outlay required for two. The little coat lends itself very kindly to this adaptive treatment, and as the weather grows warmer it requires no great gift of prophecy to foretell the shortening of the already short sacque into jackets of the zouave persuasion, when, of course, we shall possibly permit ourselves more extravagance in the matters of material and tint. Meantime we are reveling in garments in which we can move as Nature meant us to, and which will not wear out prematurely through sheer tension and friction, as our skin-tight skirts of yeste year were wont to do.

Among the revivals promised for the not very distant future is the princess gown, and for a tall, graceful figure it commends itself very well, but it needs adopting with discretion for day, and especially for street wear. Meantime, one of the most noticeable features of street attire is the almost universal popularity of navy serge. A few years ago this was regarded almost exclusively as a "useful" material, restricted severely to morning uses. Now, three out of every five women one meets are exploiting it more or less attractively, and generally more than less. Apart from all questions of utility, there is no doubt that a good navy blue is generally becoming, and the serges of to-day, moreover, are vastly superior to those of ten years ago. Delightfully soft and supple, they lend themselves most happily to the present modes. Not only this but also they adapt themselves most amiably to every age; so that the woman of fifty can adopt them without any misgivings. Another great point in favour of serge is that the more simply it is treated the better.

L. M. M.

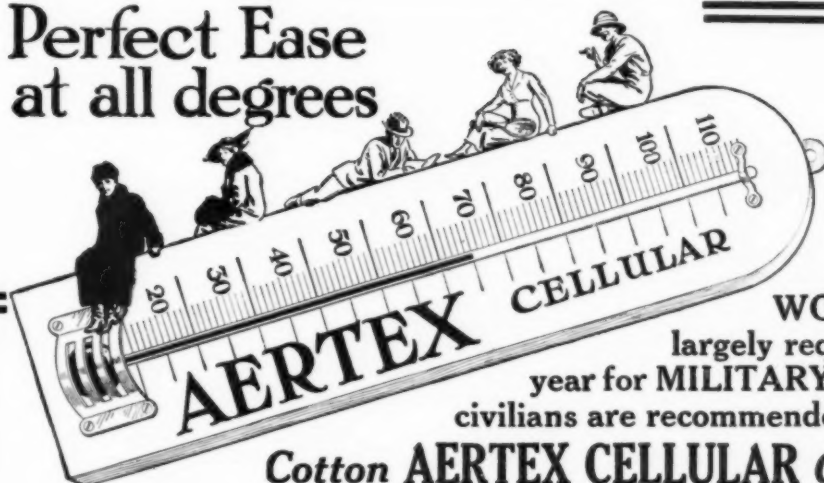


TAILOR-MADES BY GOODBROOK.

the more elaborate type of tailor-made. For this they have requisitioned a very fine navy serge, trimming the full skirt with three horizontal lines of black silk military braid, and mounting it on to a sort of pinafore bodice of black satin, designed to be supplemented by some dressy transparent blouse. A back entirely different from the front characterises the coat again, the latter closing up the centre to meet a small inserted vest, cut in one with the collar of corded silk, while at the bottom a deep military braid serves to pick up the skirt decorative motif. The back is just a short sacque, and has a narrower braid carried up in a series of short, perpendicular lines; braid buttons and finely braided cuffs comprising the final touches to a smart

tailor-made that is essentially of the moment, and which, furthermore, testifies to the catholicity of choice and taste reigning at Messrs. Goodbrook's.

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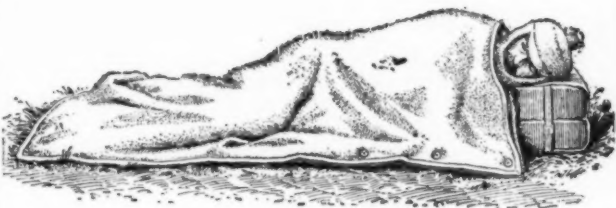
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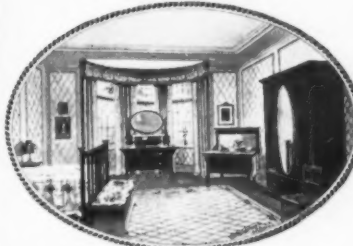
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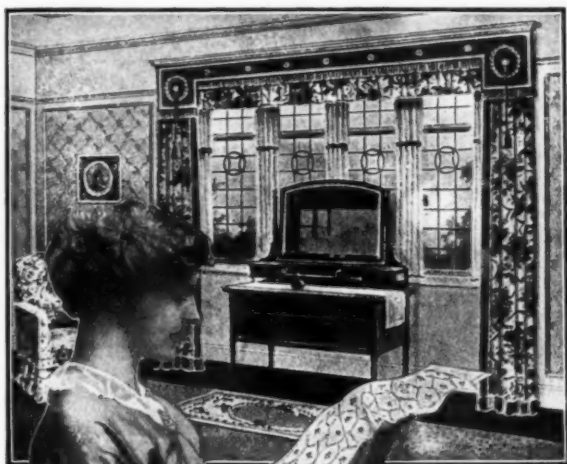
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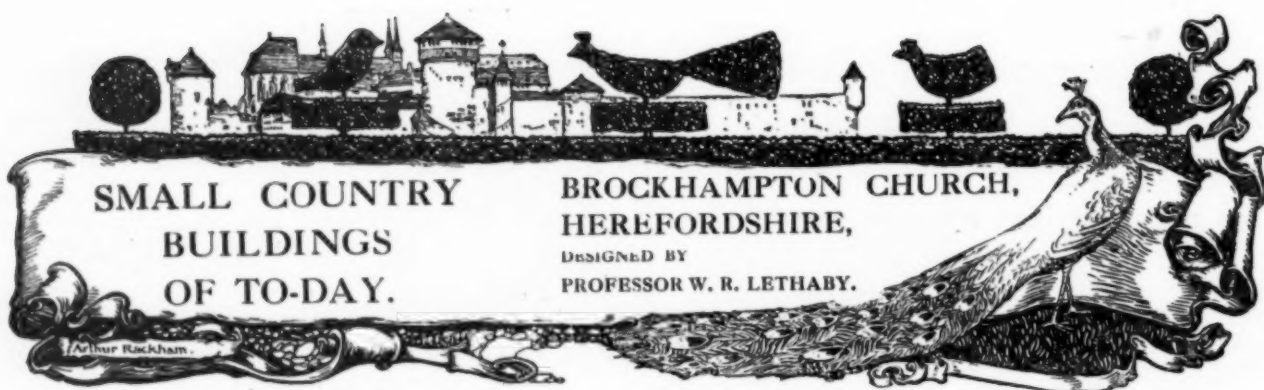


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No apology is needed for substituting an ecclesiastical for the more usual domestic building illustrated in these pages. Among the results of the war is a marked increase in the seriousness of our outlook, with a turning to those things which had grown to be less heeded in the time of our prosperity. Among the activities to follow the return of peace will be the setting up of many memorials. After the South African War the remembrance of those who had fallen took in some cases the form of a church or private chapel, in which the old anthem, "Let us now praise famous men," could be sung with a new and intimate significance. We do well to be reminded, therefore, that church design is still—or, rather, can be—a vital art, owing much to tradition, but expressing the outlook of living men and women.

People are apt sometimes to suppose that the Gothic spirit has been finally frozen in its hundred forms, and admits of no further invention. The Church of All Saints, Brockhampton, is an answer to any such notion. Professor Lethaby has attempted no daring innovations, and has played with no new combinations of warring styles. For all that, he has stamped on the building the marks of his own outlook on design. He has withal achieved a simple country church at once arresting and satisfying. It seems to grow organically out of the steep slope of the site which well represents the

figure of this remote and hilly corner of Herefordshire. We come upon it by devious and almost precipitous roads. Here



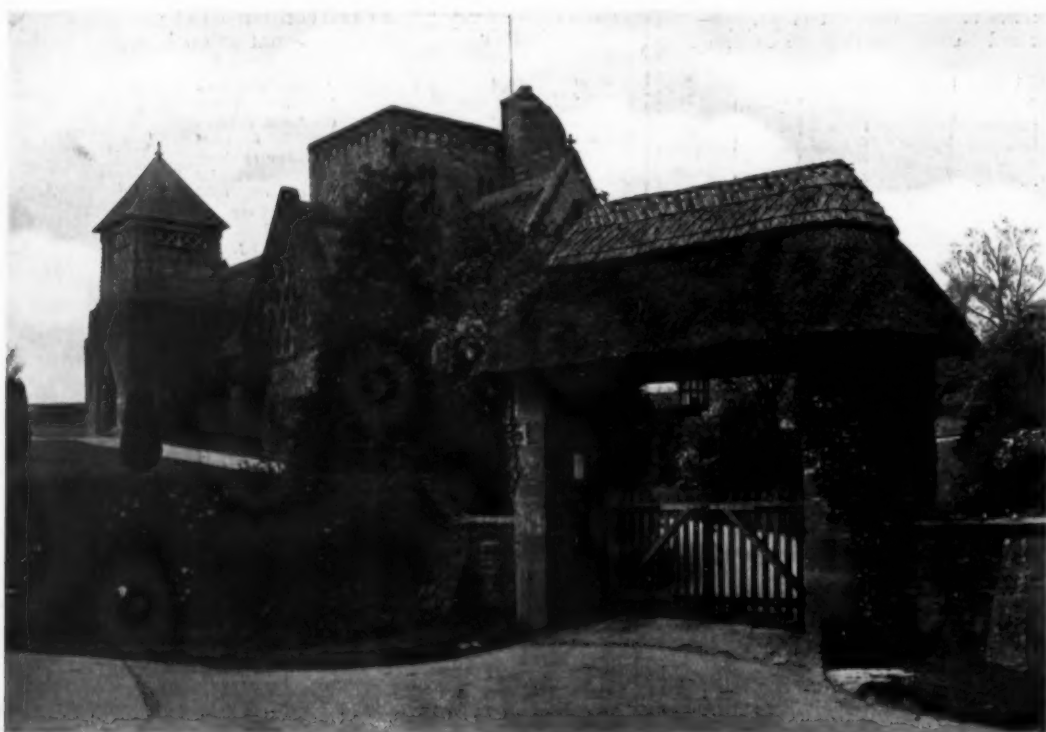
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FROM THE NORTH-WEST.

COUNTRY LIFE.

was no place for a building that expressed a conscious obedience to rule or canon of style. The *genius loci* demanded simplicity and mass. These qualities are written in the very stones, and the broad, low tower and thatched roof give an air of homely strength.

The plan is cruciform, with the addition of a projecting lantern-covered porch on the south side of the nave. There is a touch personal to Mr. Lethaby in the simple diagonal treatment of the tracery in the south transept window and in the little tower windows above the gable. Within the church the stout masonry ribs which carry the concrete roof are very effective. There has been no



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attempt to disguise the use of concrete, which shows the marks of the shuttering on which it was constructed. It is interesting to note that the pairs of shafts to the nave

windows lack both bases and capitals—a gentle protest against convention. The carvings on the panels of the choir stalls are a reminder that we are truly in the country. Sprays of meadowsweet, sordid thistle and wild orchid are mingled with cowslip, daffodil and dog-rose, and the bowl of the font bears that age-long decoration—the trailing vine. It was pleasant also to note that the building has an air of being loved and cared for, as though from a pride in modern work as well as from a due reverence for the House of God.
L. W.



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AGRICULTURAL NOTES.


HAY AND PATRIOTISM.

FARMERS as a class are not wanting in patriotism, but it must be admitted that there are some exceptions to the rule. Conversing with one the other evening, he made the remark that he was sending hay up to London—a distance of thirty miles or so—every night, but expressed an apprehension that the wagon-loads might be commandeered by the Government. His carter had told him that several consignments had been taken in the neighbourhood of Barnet. Undoubtedly he expressed a suspicion more or less prevalent that the Government in its urgent need of fodder might take advantage of anyone who was sending hay to market. In order to get rid of this idea the Board of Agriculture has sent out a very plain statement of what is being done.

Hay is required for the Army for overseas shipments and home consumption. The former must be good, hard hay; the latter may be of a lower standard, provided that it is clean, sweet and dry. The wants of the Government amount to about one-fourteenth of the annual supply of hay, and an appeal is made to farmers not to balk the purchasers, but to co-operate with them. No sacrifice is involved. It is not the intention of the War Office to acquire hay at a price below the fair market value, and in arriving at the amount paid to the farmer, due regard will be had to the actual price paid in the immediate neighbourhood.

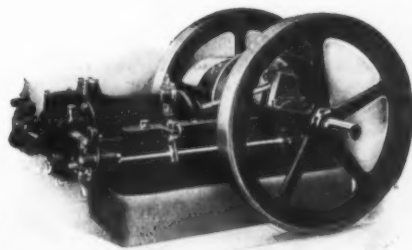
A MISCHIEVOUS REDUCTION OF STOCK.

Another and rather different point has arisen. At the present moment there is a very great temptation for owners of livestock to sell animals that under ordinary circumstances would not have been sent to market. The Board of Agriculture possesses strong evidence that there is a tendency to fatten an unusual number of heifers, ewes and sows, and to send in-calf cows and in-pig sows to the butcher. This is a most mischievous and pernicious state of affairs. It would mean, if persisted in, a very serious reduction in our livestock. Female animals ought to be preserved for breeding purposes wherever possible. The avoidable slaughter of calves is bad enough and, indeed, furnishes a subject that clearly demands dealing with. The shrewdest farmers, instead of selling their calves, are having them reared by the cow. This is no difficult matter at a time of year when grass is at its best. One cow can easily bring up two or three calves, and the high prices store cattle are bringing shows that it is much better business to rear the calves than to sell them. The latter is a penny wise and pound foolish policy. But the Board of Agriculture appeals to more than the pockets of the dairymen. It considers—and rightly—that a certain duty of patriotism is due.



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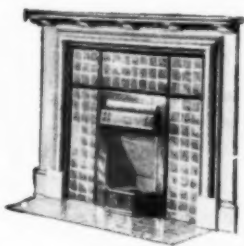
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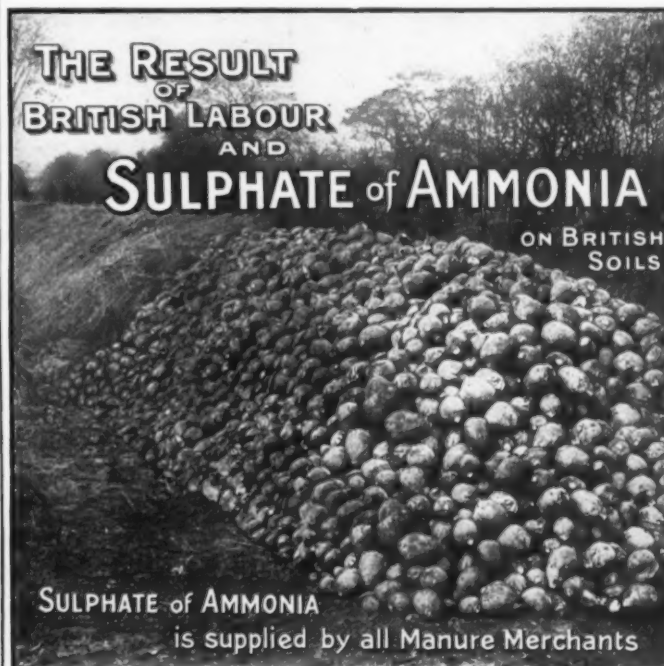
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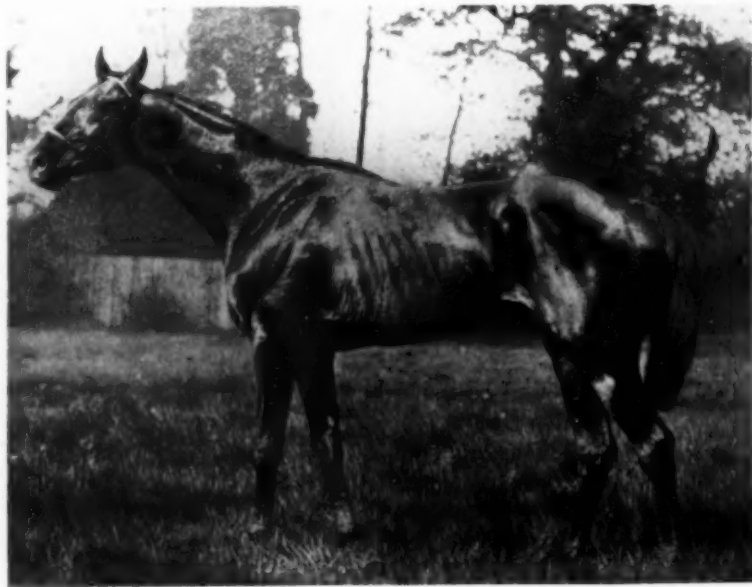
WHEN, in my notes of the 1st inst., allusion was made to the dead-heat between three of the runners for the Walton Selling Plate at Sandown Park, I said that to the best of my knowledge only three similar instances were to be found in the records of races past, these being the triple dead-heats between Nutwith, The Countess and Harum Scarum for the Nassau Stakes in 1850; between Pryorress, El Hakim and Queen Bess for the Cesarewitch of 1857; and between Scobell, Wandering Nun and Mazurka for the Astley Stakes in 1880. Thanks to the kindness of a correspondent, to whom I am much indebted for a very interesting letter, I am reminded that another of these triple dead-heats took place in the course of the Second October Meeting at Newmarket in 1864, the race being "A Handicap Sweepstakes of 10 sovs. each for Three Year Olds and Upwards." There were thirteen runners, and at the finish of the race the judge was unable to decide between Lord Stamford's Gownsmen, ridden by Crunshaw; Mr. York's Lytham (Loates), and the Marquess of Hastings' Attraction (Fordham). The heat was, it may be added, subsequently run off, when Gownsmen won by a head from Lytham, Attraction losing second place by half a length. An objection was then lodged against Gownsmen, on the ground of foul riding, but the Stewards decided that the objection was "frivolous," and awarded the stakes to Gownsmen.

Other such incidents there may have been, and if any be within the knowledge of any reader of these notes I shall be much obliged for any information which will enable me to add to the number of those now recorded as having occurred in 1850, 1857, 1864, 1880 and 1915.

Even to a trained observer, the forming of an approximately correct estimate of the number of people present on a race-course is a matter of considerable difficulty. It was not, therefore, surprising to hear a good many people express their opinion that the attendance at Chester on Wednesday—Cup Day—was quite as numerous as usual. The crowd did, for the matter of that, seem to be immense, but the official figures, when available, told us that it was less in number by about 15,000 than that present on the same day last year. There is, indeed, a marked falling off in the number of people who go racing, so marked that, as far as my own observation may serve, it is clear that racing is being carried on—as it was meant to be—not as a sport or source of amusement, but purely as means whereby it and its kindred business of breeding and rearing bloodstock are kept going, and, above all, because upon these industries a very large number of people are dependent for their livelihood. I might add that to some of us there is yet a further object in assisting to keep racing going, for, as a person of wide influence in racing and other circles pithily put it a day or two ago, "I would always vote for the continuance of racing, if for no other reason than I happen to know that nothing annoys the Germans more than to know that, in spite of all their efforts, in spite of all their devilish contrivances, things are much as usual in England." "Devilish contrivances," indeed, that barbarous nation does use; devilish atrocities she does commit; but the day of reckoning is looming in the near future, and bitter that reckoning will be—of that let her beware. I do not know, by the way, if it is generally known, but it was Germany herself who proposed at the Hague Conference that the use of asphyxiating gases should not be permitted in war! Much more there is which I should like to say on this subject; but to get back to those matters with which it is my business to deal. The race for the Chester Vase—or, rather, the result of that race—may be taken as another instance of the happening of the unexpected. Four runners there were, but even that limited number proved sufficient to upset the calculations, not only of the experts as a body, but of one expert in particular, that expert being the ever-cheery Butters, trainer of Esplandian. "Mind," he said to the jockey, "there is money for the third." Now, of the four runners Esplandian was the complete outsider in the betting, 100 to 8 being always

on offer against him, the other prices being 6 to 4 Laxford, 7 to 4 White Prophet and 9 to 2 Radames. No one, therefore, appeared to think that Esplandian had the remotest chance of winning the race, and all that the trainer of the colt appeared to hope was that he might possibly get third—third out of four. But, after having made all the running, the outsider won, thereby crediting Sir Berkeley Sheffield with the Vase and 1,596 sovs. ! It remains to add that this was the first race won by Esplandian, and the colt is by Amadis out of Ronna, a mare bred by Mr. W. Raphael, and got by Bay Ronald out of St. Uncomber, by St. Serf out of Uncommon, by Wisdom. Amadis, it may be remembered, won the Ascot Gold Vase in 1909, and is by Love Wisely, by Wisdom, to whom, therefore, Esplandian is inbred. Mention of in-breeding brings to mind that in Ali Bey, a colt belonging to the Duke of Westminster, and winner of the Mostyn Two Year Old Plate, there is a lot of Galopin blood. He is by Bayardo out of Mowsali. Now, if we look further into his pedigree we find Bayardo, by Bay Ronald out of Galicia (by Galopin), and that the dam of Bay Ronald is Black Duchess, by Galliard, by Galopin. Turning next to Mowsali (dam of Ali Bey) we see that she is by Flying Fox out of Miss Unicorn, and, as we know, Flying Fox has for his dam Vampire, by Galopin; furthermore, Orme (sire of Flying Fox) is out of Angelica, by Galopin. Willonyx, winner of the Chester Cup in 1911, was a good race-horse—a thorough stayer, at all events—and it would hardly be flattery to say that Aleppo, last year's winner of that time-honoured race, was distinctly "useful"—very "useful," for he subsequently won the Ascot Gold Cup, and, be it not forgotten,

had previously beaten Prince Palatine in the race for the Jockey Club Cup. What are we to say of last week's winner of the Chester Cup? Hare Hill is another matter, for in his country he has not done anything which appears to entitle him to rank as anything better than an animal of very moderate class. His pedigree serves, however, as another reminder that "cheap" sires do get winners of races, for he is by Pam out of Lady Dern, and the fee for the services of Pam is just under 10 sovs. A really well bred horse he is, being by Isinglass out of Pamela, by Hampton; he has, moreover, got other winners, so that it should be worth noting that he is now standing at Bachelors' Lodge, Navan, Meath.



W. Rouch.

DIADUMENOS, BY ORBY—DONNETTA.
Winner of the Great Jubilee Handicap.

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If looks would indicate merit, the Turpitude colt would have been a very easy winner of the Spring Two Year Old Plate at Kempton Park on Friday, for his two opponents were plain-looking customers at best; but Lord Rosebery's colt is, I fear, a gay deceiver, for once again he failed to run his race out—it may be that he cannot get more than four furlongs—and was once more placed second, the one to finish in front of him being Mr. M. Singer's colt by Louviers out of Marca, by Marco out of Pietola, by Galliard out of Evanthe, by Rosicrucian.

Under happier circumstances the day's racing at Kempton Park on Saturday would have been most enjoyable from every point of view; but in addition to the ever-haunting thoughts of the great war, there was present with us the terrible reality of the sinking of the Lusitania, a crime which surely calls aloud to Heaven for vengeance. Difficult indeed it was to turn one's mind to other matters; fortunate perhaps it was that other matters there were to which attention had to be given. Among these was the inspection of the runners for the Great Jubilee Handicap. Taken all round, they were a fairly good-looking lot of horses, and several of them were in first-rate racing trim, such, for instance, as Dan Russel, Lanius, Diadumenos, Wrack and China Cock. In some respects Diadumenos resembles his sire Orby, but he is not as truly made, nor does he show the same "quality." Served, however, by the splendid condition in which he was sent out, he battled his race out to the bitter end, receiving well deserved reward when he beat Wrack by a head, while Lanius, none too lucky in running, lost second place by the shortest of short heads.

As at present arranged, the Ascot Meeting—reduced to three days instead of four—will be held; but all races not already closed will be eliminated from the programme. TRENTON.

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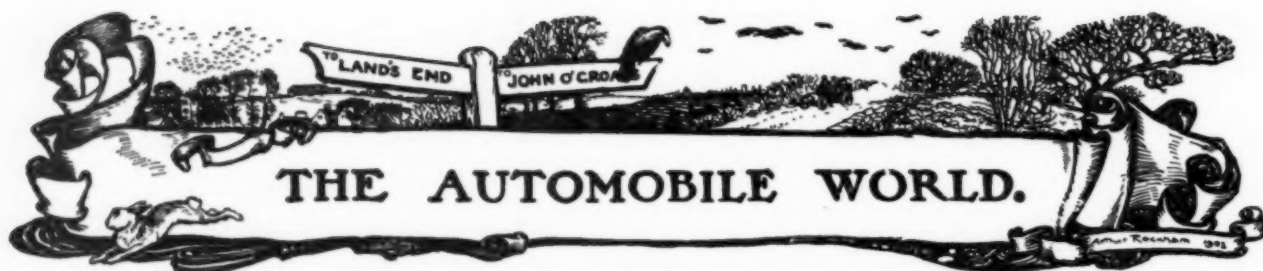
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FASHION AND PREJUDICE.

IN at least one respect the designer and the manufacturer of a motor car are in a position very distinct from that occupied by those responsible for the production of other engineering products. As a rule, a piece of machinery is judged solely and entirely by its efficiency and economy in service, but in the case of the automobile for private use this is very often by no means the determining factor in effecting a sale. The history of the motoring movement shows that many good things have been prevented from attaining the success they deserved purely by the inability of their producers to convince a comparatively ignorant public of the soundness of their mechanical features, or to educate a sufficient number of possible customers to an appreciation of their lines and general appearance.

To take one outstanding example, the history of the Lanchester car has been very largely that battle against prejudice which so often falls to the lot of the pioneer. For years this car has embodied features which were either ignored or ridiculed, and yet were subsequently recognised as the best possible practice. Even now it is probable that a great many people, with no personal knowledge of the type, would sum it up quite confidently as an excellent town carriage not adapted for long distance or rough work in the country. In spite of this quite common impression, the Lanchester is one of the chassis that has proved eminently suitable for equipment as an armoured car. Large numbers of Lanchesters are to be found in the naval armoured car squadrons, and their drivers, and all who have watched their performance, speak of them in the highest terms. Another car that has become particularly popular in the same quarter is the Rolls-Royce, though here, again, many people, while admitting its perfection, would have been inclined to describe it as the height of refinement, but not a car to be chosen for very rough service. These two instances serve to show how very far inexpert opinion may be away from the real facts.

Going into rather more detail, there is no doubt at all that the wholesale success of the vertical engine has been tremendously assisted by prejudice and fashion. The horizontal-opposed type of engine has a great deal to recommend it, and probably the strongest argument against it is that it is difficult to adapt to a chassis so as to make the general lines agreeable to the dictates of fashion. In the type of valve employed, in the design of clutch, in the final transmission, in fact, in almost every feature of the chassis, the influence of fashion has been felt at one time or another. At the present moment it seems quite possible that the same influence may prove a determining factor in the selection of the prevalent system of car springing. In body design progress was restrained for a very long time by the conservatism of the public, and was afterwards somewhat suddenly accelerated by a sweeping change in fashion, which demanded simple flowing lines in place of a multiplicity of uncomfortable and over decorative curves.

In comparatively trifling details one often finds the purchaser with no technical knowledge setting himself up as a judge when experts are divided. For instance, those who are in the best position to know have as yet come to no definite agreement as to the right voltage for a car lighting dynamo. Opinion is fairly evenly divided between six and twelve volts. At the same time, it is quite on the cards that the matter will be decided by people who do not really know what a volt is, but feel that whatever it may be they ought to get as many as possible for their money. Then, again, there is certainly a prejudice against lighting dynamos regulated on the centrifugal principle, though it is more than likely that this principle is one that will permanently survive.

Fashion not only tends to restrain the use of good things, but to compel the use of principles which are at least unproven. For example, there appears to be at the present moment a positive craze in America in favour of engines with a large

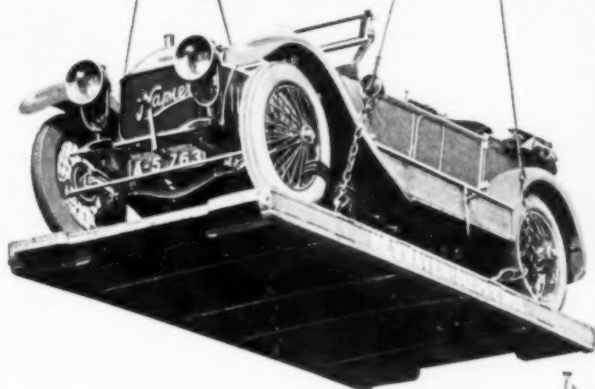


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number of cylinders. After plodding along with the slow-running four-cylinder engine for years after British designers had discovered and proved the merits of the six-cylinder, the American public has suddenly taken the bit between its teeth and apparently will now be content with nothing less than eight cylinders, with a slight preference for twelve, which may or may not prove the limit of its desires. This is rather an illustration of the consequence of one or two really good things being brought out, and the public forming an unbalanced idea as to the comparative importance of the various factors which have made for their success.

There is no doubt that the influence of fashion is good in some ways, inasmuch as appearance in the case of a motor-car is undoubtedly of consequence, while the engineer pure and simple is apt to regard it as a futility. Moreover, it is a fact that very often lines which are pleasing to the eye of an artist who is no engineer are attractive for the simple reason that they are inherently good, and their beauty results from this cause. Again, there is always the possibility of conflicting interests among experts, as, for example, an absence of agreement between the designer of the chassis and the designer of the body. Here the public, influenced by fashion and vague impressions, steps in as a judge, and more often than not does the right thing. The most dangerous possible consequence of the consideration that must perforce be given to fashion is that the designers in any one country may be compelled to produce something suitable enough for that country's roads, but built along lines which preclude them almost entirely from participating in foreign markets. For instance, had the British public insisted on a very low car, with a road clearance never exceeding, let us say, 6 in., it is sufficiently obvious that the resulting product would have been of no use at the front, and would be equally futile in the Colonies and in almost every foreign country.

Arguing along these lines, it is to be hoped that the influx of American cars will familiarise us with the appearance of a rather higher vehicle than that to which we are generally accustomed, and so will make it easier for British manufacturers to kill two birds with one stone, and to cater for the home and Colonial markets without incurring the unnecessary expenditure of laying down special models.

THE USES OF AN AUTO-VENTILATOR.

A FEW weeks back we referred to the use of the auto-ventilator as a means of communication between the passenger in a closed car and the driver. From this point of view alone the fitting is a very useful and a simple one, but it is suited, of course, for other and even more important applications. The motorist who is in the habit of driving his own car is well aware of the difficulty of maintaining a reasonable speed with proper regard to safety when the wind-screen is blurred by rain. It is, of course, possible to turn the screen down, in which case the driver gets the rain full in his face, and if by any chance he wears glasses, his last state is probably worse than the first.

The auto-ventilator, which is manufactured by Messrs. Alfred Goslett and Co. of 127, Charing Cross Road, comprises a polished plate glass slide with polished edges, held in position by two metal uprights, and capable of sliding vertically so as to open or shut an aperture with polished edges cut in the glass of the wind-screen or window, as the case may be. The metal uprights each contain nine steel balls, operated by springs. These serve to hold the glass slide securely in any position. The device is absolutely weatherproof when closed, and does not

rattle. When fitted in the wind-screen it allows the driver to get a clear view ahead in spite of a blurred screen. Applied to the front lights of a closed car, it is useful either as a simple means of communication with the chauffeur or as a method of regulating ventilation.

LADY MOTORISTS AND ENGINE STARTING.

IN the absence of their husbands and brothers, and owing also to the steadily increasing shortage in paid drivers and the reluctance that many people rightly feel to employ men of military age for such work at the present time, very large numbers of ladies are now not only driving their own cars, but perforce making themselves responsible for starting their engines and carrying out any little roadside repairs and adjustments that may be necessary. These few lines are written with the object of offering the strongest possible advice to ladies who are taking charge of cars of anything above very small power to have an electric engine starter fitted at the earliest possible moment. In spite of the risk that there may be some of our lady readers who will resent the insinuation of inferiority of any kind, and who may believe that women can do anything that men can do, and with equal impunity, we are prepared to chance the assertion that the starting of a powerful engine is not a woman's work. Especially is there risk attached to the operation when the motorist has not familiarised himself, or herself, with the process.

The main point is not, however, the danger of a broken arm or damaged wrist owing to a back-fire, but the peril of a really severe injury resulting from the strain of lifting against a strong and sudden resistance. Within the last few days we have heard of several instances of ladies who have injured themselves severely in attempting to start car engines. In one case the injury is, unfortunately, spinal and incurable. In the others it is in the nature of a bad sprain or wrench, a



A LIGHT STANDARD AMONG PICTURESQUE SURROUNDINGS.

type of hurt which, though it appears less serious than a break, is almost always much more difficult to cure.

There are, of course, several types of engine starter other than the electric apparatus, but at the moment it is only the last named that we have space to consider. The electric engine starter is a particularly attractive proposition, for the simple reason that electric lighting appeals to very many motorists, including a majority of ladies, as being cleaner and simpler in use than acetylene. If a car is to be electrically lighted, it is necessary to carry a dynamo and a battery of accumulators. These accumulators are kept in good working order by the current supplied from the dynamo when the lamps are not burning.

Now, if we are to carry a battery, which is a fairly heavy piece of apparatus, we may just as well make full use of it and employ an electric engine starter. This does not even necessitate the addition of an, separate machine. The starting motor can be combined in the same piece of apparatus as the lighting dynamo. To fit it for the work, slight additions must be made in the electrical windings, and in certain other details of the machine while its design is under consideration. Some increase in weight is also involved, but this is not a serious matter. If a car has not yet been fitted with electric light, there is much to be said for adopting a system comprising a single dynamo which will do the two duties of lighting and starting. If, on the other hand, electric lighting has already been fitted, a simple independent starting motor can easily be added. The most important point to be remembered is that this is not a case in which it is desirable to attempt to save in small ways by fitting a motor that is only just equal to the work under average conditions.



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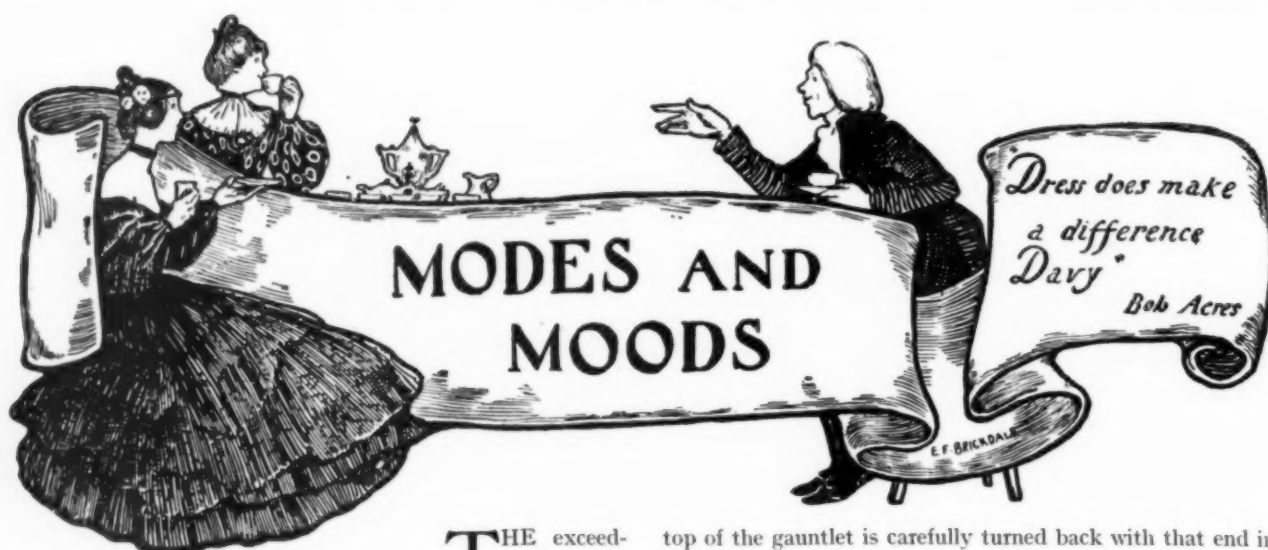
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LONDON, W



THE exceedingly curtailed skirt predicted has arrived, and is making a most determined stand for acceptance. And even the least interested in clothes are anxiously enquiring as to footgear. At all *ateliers* of note, mannequins are now provided with exceedingly high soft kid boots, many of which lace on the inside of the leg. And what the mannequin wears to-day—also our leading actresses—is pretty well a foregone conclusion the general world of women will don in some form or another in the near future. While admitting quite frankly that these high boots are the correct accompaniment of the short, full skirt, there is a very natural disposition to waive their claims aside until the summer is past and adhere to the dainty silk hosiery and low shoes.

An actress always notoriously well dressed—Miss Irene Vanbrugh, in "The Right to Kill," at His Majesty's—gives us the keynote of some delightful fashions. The white organdi muslin she wears in the second act is a veritable little dream of elegance, albeit old-world, if one may so call the sixties. The manner in which the full tunic opens in front to show a petticoat on which some faint coloured motifs are embroidered at wide intervals is most attractive, the hem of the tunic being laid on a fold of vivid green satin ribbon. Nor is there any tentativeness about the fitted bodice buttoning right up to the throat, where it concludes with a close green satin ribbon collar, from either side of which issue tiny white satin points. And the hat worn by Miss Vanbrugh with this gown carries the mind back to pictures of the fair ladies of the Little Trianon, a small, piquant affair of yellowish straw, wreathed with daisies and field flowers, with here and there a rose, tipped quite forward over the face.

A triumph of colour is a pale yellow tulle evening gown, full, yet clinging somewhat to the figure, completed by a high folded belt of orange silk that parts a scintillation here and there, to show a fold of pink, a note of contrast picked up in a cluster of roses thrust into the belt at one side. More than ever just now does the stage represent the most valuable medium for launching new modes, and a visit to His Majesty's on this score will thoroughly repay those who are seeking fresh and reliable ideas.

Perforce, so say the authorities, the coming summer will be a white one. In fact, many are urging, in view of the aniline dyes—which are not by any manner of means British yet—that we should in any case adopt as much white as possible. Piqué, voile, organdi for dresses and blouses, white serge for coats and skirts, white stockings, gloves, etc. There has been for some weeks now a strong leaning towards all-white satin hats, and nothing lends a more *chic* touch to the favourite navy suiting morning gown. A white hat, gloves and something white at the throat impart a note of distinction at once to the simplest dark dress. And when the all-white confection is not suitable or pleasing to the taste of the wearer then there will probably be a jump to sombre shades—black, navy, *tête de nègre*, with the requisite summery effects introduced as described above. It is to be remarked with particular interest how fastidious in point of detail and the little things of dress the really well turned out woman is just now. Gloves, for example, can make or mar an otherwise correct *ensemble*. The feature in gloves is looseness, not as heretofore, precision and fit. The styles worn are mostly gauntlets, white or very delicate mushroom tints, and many show the pretty coloured linings when the

top of the gauntlet is carefully turned back with that end in view.

There is one thing in common with all the modes of the moment, and that is, they will not wear out nearly so quickly, as is usually the case at this time of the year, when hitherto every day brought some notable function, or functions, at which fair women have gathered in all the bravery of fresh summer raiment, and a couple of weeks frequently sufficed to render some novelty *démodé*.

The absorbing interest that invariably centres upon the little details of dress has never been more forcibly aroused than at the moment, when anything and everything that tends to economy is being taken into such serious consideration. Given a plain, simple basis of operations, in the guise of a summer dress or coat and skirt costume, practically endless change and variety can be brought about by different collars, belts, feather neckwear and suchlike small, but really vastly important, addenda. Never before have muslin collars, for example, opened up a more alluring vista, and while the higher styles are very surely gaining ground, there is ample evidence of the continued favour accorded the open-throated expressions.

In the latter *galère* some pretty, becoming falling affairs of very fine white voile with ring spot border are creating quite a little *succès fou* all on their own account, and I have also been brought into close acquaintance with some particularly dainty little collars cut in one, with revers of filmy hand-embroidered net. Organdi muslin, of course, can do no wrong in whatever form it is expressed, a favourite style of the moment being a high roll-over back allied to sloping fronts, while an almost invariable accompaniment is a picot edge. High, close fitting neckbands of black satin, moiré or velvet are in appreciable evidence, flanked at either edge with plissé frills of tulle.

For street wear, somewhat contrary to expectation, feather boas and ruffles are in conspicuous evidence, full and fluffy, and the ends frequently finished by handsome silk tassels. While coloured ostrich neckwear is by no means ruled off the slate, a predominance of black indicates very surely the special favour now accorded the latter, which was something of a foregone conclusion, as a complement to the very prevalent black liseret, Tagal and aerophane hats.

Quite the last word in parasols is a *pagode* shape, variously expressed in coloured taffeta, painted chiffon and Japanese cottons, a characteristic feature being a long, thin handle of polished wood. The always useful *gros-grain* sunshades are also well to the fore, sometimes carried out in a self colour throughout, painted wooden handle and all, or else diversified by a contrasting border of sorts, while another popular style is entirely of *chêne* silk. Bayadère striped silk, narrow stripes with *chêne* borders, and a smart black and white chess-board check are likewise among the new sunshade presentments to claim interested attention, the long, slim handle being in conspicuous evidence throughout the entire *galère*.

Taking on a quite fresh lease of life, on account of the pronounced edict for a return to the normal waist-line, are bands and belts, not the least attractive innovation being a wide swathed silk or satin waist fitment, finishing at the back in an important butterfly bow. Another pretty, becoming style comprises a deep folded belt, the upper half of black and white striped taffeta and the lower and sash ends of black satin. Black patent leather belts are quite an accepted accompaniment of cotton frocks, another arrival upon the scenes to claim attention being bands of striped and checked linen with self covered buckles.

MODES IN MANTEAUX AT THE MAISON JAY.

To step into these *salons* of exclusive fame is ever a pleasurable and illuminative experience. For at the Maison Jay dress artistry is at its highest, and the scope permitted this season in the matter of *manteaux* has, it is superfluous to say, touched a very high water mark here. In evening wraps there is a sumptuousness of feeling and expression never before achieved, notably in a lovely Malmaison pink satin arranged with

voluminous side draperies, and a great cope collar, modelled on the lines of those worn by priests at High Mass, of silver embroidery.

A very galaxy of dainty afternoon coats are offered in tempting

array, and render selection a delicate, albeit absorbing, task. Just one of these dainty confections is included in the illustrated group, the figure wearing it standing at the top lefthand corner. Taffetas composes the model in that always adorable Morland blue, which lends itself so happily to the quaint expression so essentially Early Victorian, with the long shoulder effect and frilled sleeves. For the revers and frilled collar the finest embroidered organdi is requisitioned, and white organdi lines the dainty manteau throughout.

There is a great future, as the Maison Jay discloses, for the wrap coat of distinctive character. It meets so many vicissitudes, and is at the moment significantly in request under the auspices of quiet dressing. Designated a morning coat is the example selected for pictorial expression, an enchanting scheme of inspired *ligne* and elegance carried out in a greenish grey cloth, ornamented with round nickel buttons. For the rest the sketch speaks for itself, the imperceptible swelling out of the folds from the waist, the flat, defined under-arm, square pocket movement, with pointed flap, all adding to the interest of the wrap.

Then there are sports coats of a character never dreamed of by the most ardent sportswoman, and yet wholly practical in actuality. The one completing our group is a case in point. It represents the slip-on affair so desirable after a heated game of tennis or when the evening shades fall on the river or country, and is made of

ratine. The back view reveals the shaped basque, while the feature of the front is the yoke piece in one with part of the sleeve.



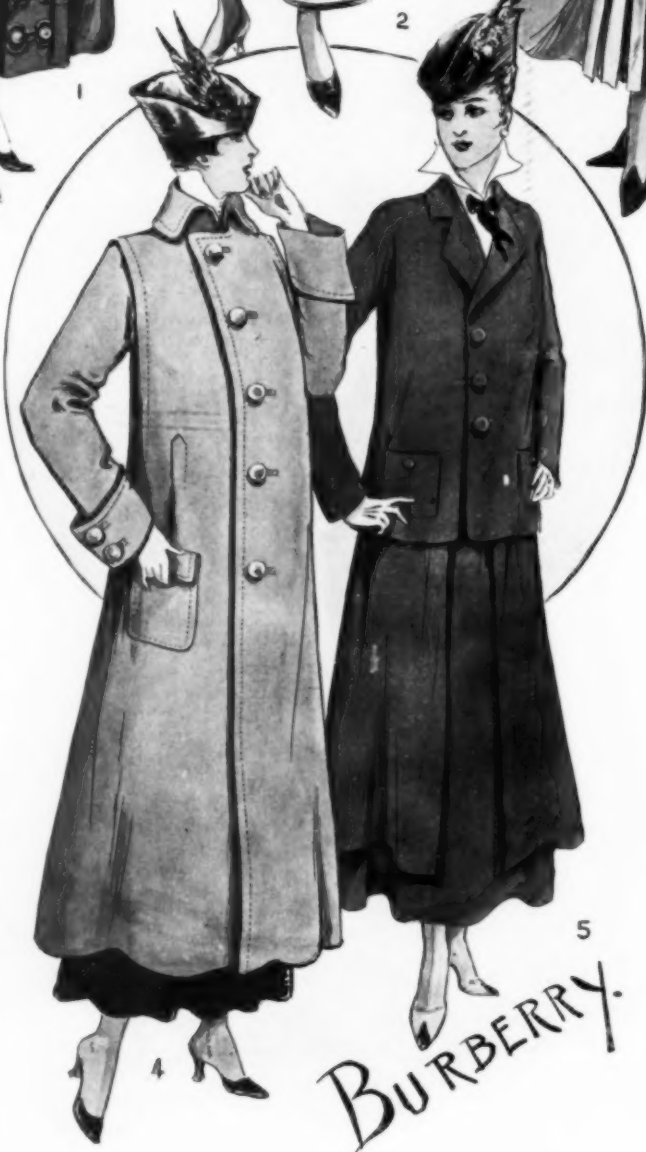
SUMMER FASHION AT JAY'S.



SUMMER FROCKS AT HARRODS', BROMPTON ROAD, S.W.

First in the trio that stands as the brief text of the oncoming summer dress gospel at the famed house of Harrods is the model of pink flax linen, the box pleat carried down the entire front being stitched with a serried line of white braid ornaments, held at either end by a button. The exceedingly wide, shapely belt is again stitched with close lines of the white braid, also the epaulettes introduced, while the collar and cuffs are of black satin, the former completed in the most *imprévu* manner by a great blue bow.

The other two models are of white serge. The middle one is arranged with full basqued effect that suggests a coat, and completed with a finely tucked muslin vest, closing with tiny pearl buttons, and finishing at the throat with high muslin collar and black silk cravat. The third reveals a most original arrangement, the bodice apparently buttoned down and the skirt up on to the one band of flamingo red, an effective and double ruffle of muslin enframing the throat.



THE MILITARY NOTE AT BURBERRYS', HAYMARKET.

The secret is more or less an open one—that to Burberrys' has been entrusted a large order for the new French officers' uniforms in Joffre blue. And it is some of this cloth which has been commandeered for the useful wrap coat, which, together with a coat and skirt, has been sketched at Burberrys' to illustrate these few brief remarks. The style selected for the coat is on modified military lines, the most distinctive feature, perhaps, being the second inner pocket arranged either side, and approached through a slit placed by the side of the patch pocket. The authorities have also designed a hat of their own exclusive Hazel silk, ornamented with a parrot's wing mounted on a pad of pheasant's feathers.

A similar style of hat accompanies the coat and skirt of shot purple and blue Hazel silk, the stitched brim adjustable to the whim of the wearer, a mount of *nu-midi* and *evuquis* affording a delightful decorative finish. For the coat and skirt there is requisitioned a particularly attractive shade of brown Solax.

BY ROYAL WARRANT
OF APPOINTMENTTO HER MAJESTY
QUEEN ALEXANDRA

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The Dressmaking and Tailoring Department appeals exclusively to that conspicuous minority of ladies who desire quiet distinction in their costumes. It is one of the most important sections of the business, its growth being due almost entirely to the confidence of the Patronesses and their recommendations.

Gloves

In consequence of the present European War, only 25% of the normal number of cutters, dyers, and finishers of Gloves are now at work, and there will be a considerable shortage in the supply of new gloves. Jay's have the best stock in London, and are selling their well-known makes at pre-war prices.

Hosiery

The prevailing fashion for short wide skirts necessitates the wearing of smart Hosiery, and there is nothing to equal Silk Hosiery in appearance. A very large stock in a variety of styles and prices is always in hand, in cashmere, cotton, and lisle thread, but a speciality is made of Silk Hosiery.

For Prices see the
New Spring Catalogue

BY ROYAL WARRANT OF
APPOINTMENTTO HER MAJESTY
QUEEN ALEXANDRA.

Jay's Ltd
Regent Street,
London, W.

May, 1915

Madam,

The advent of Spring induces us to ask your kind acceptance of this little brochure, giving particulars of some of the pretty things to be seen in our various departments; and we trust it may be our privilege to be favored with an early visit, as we feel sure the many changes which have taken place in the Fashions will be very interesting to you.

We are showing the most up-to-date model Costumes, Tea Gowns, Blouses, Millinery, Tailor-made Coats and Skirts, Lingerie, Hosiery, &c, &c, indeed everything for Ladies' attire, in the best taste and in great variety; moreover, during the War period, we are making a point of charging specially low prices with a view to encourage orders and so keep our staff fully employed.

We have the honor to be, Madam,

Your most obedient Servants,

Jay's Ltd

Cloaks, Wraps and Millinery

Exquisite taste is reflected in these Departments. The new season's models have just arrived from Paris, and these, together with a number of Jay's exclusive creations—specially designed by them or adapted from the latest and most exclusive Paris models—are now being shown.

Blouses

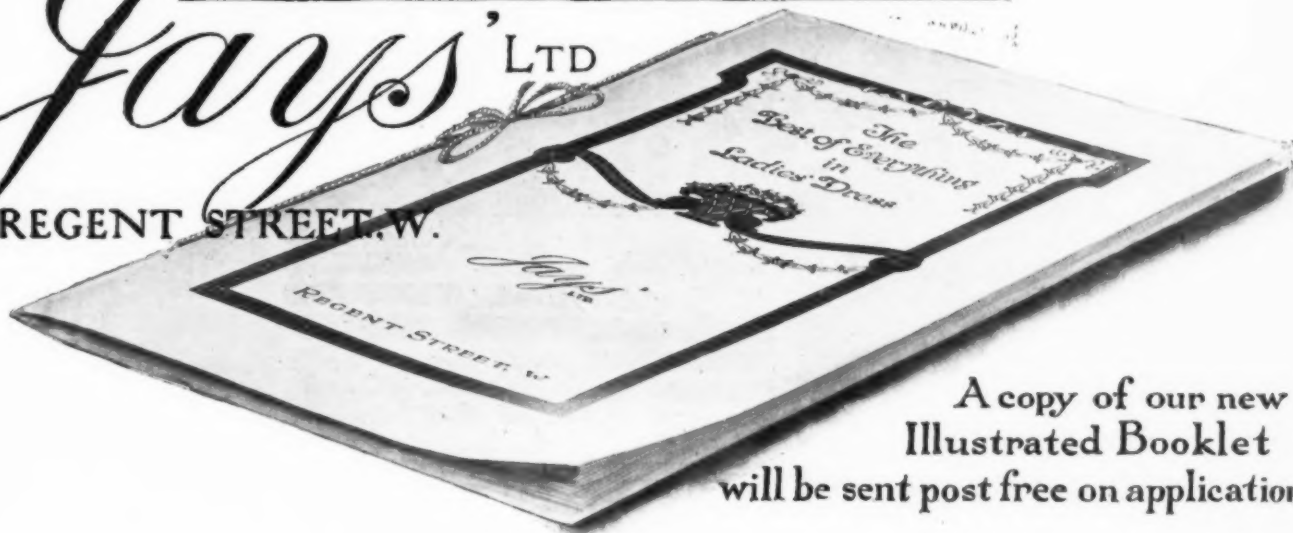
Among the smart Blouses for the Spring are many revivals and adaptations from quaint styles brought up to date, with suggestions of various periods. These styles have a quaint old-world charm, and when modernised by appropriate touches are extremely attractive as well as novel.

Underwear

With a view to meeting the ever-growing demand for the highest quality and best workmanship in Ladies' Lingerie and Woven Underwear, Jay's Hosiery Showroom now includes a special department for Ladies' Underwear, where the daintiest Lingerie may be seen in the most reliable qualities.

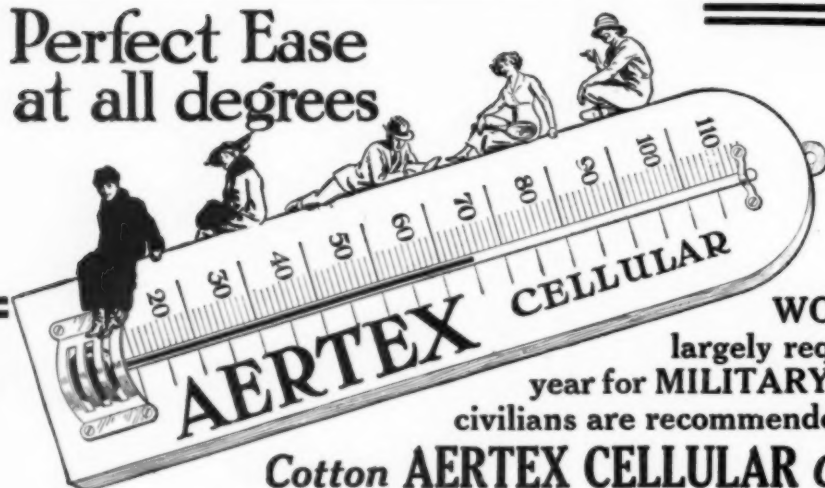
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ASHFORD. G. H. Hunter, Ltd., 64, High St.
BIRMINGHAM. E. C. Floyd, Thonet House.
BIRKENHEAD. Robb Bros., Grange Rd.
BODMIN. Marshall & Son, Fore St.
BOGNOR. A. E. Reynolds, Arcade.
BRAintree. F. Pluck, 30, Bank St.
CHICHESTER. A. E. Reynolds, 84, East St.
CREWE. J. R. Kilner, 13, Earl St.
DORCHESTER. Genge & Co., High St.

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FOLKESTONE. GAINSBORO'.
GLASGOW. Arnell & Yull, 20, Gordon St.
GLOUCESTER. C. Morgan, Bank Bldgs.
GRAVESEND. T. Smith, 30, New Road.
HEXHAM. W. Robb & Son, Fore St.
HORSHAM. G. Apedale, 6, West St.
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The Girl

Dear Daddy
You must have got aw-
fully dirty fighting all
those naughty germans
so I am sending you some
of my Wrights Coal
Tar Soap. It will
make you nice and
clean same
as me.

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Dear Babs

We have just reached _____

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ing for. That Wrights Coal Tar Soap
made me feel quite fresh again
_____ It was fine _____

Yours affec Daddy

**COUNTRY CLOTHES AT KENNETH DURWARD'S,
CONDUIT STREET.**

There is a depth in the art of making country coats and skirts, together with the more severe class of tailoring generally, which it seems the sole prerogative of the English tailor to grasp. Working within circumscribed lines, it is little short of marvellous

once reveal the fashioning, which, while quite of the moment, is entirely free of exaggeration. Another of these *habillé* costumes is of pale blue crépon, the coat finishing with a longish box-pleated basque and a handsome white *faille* collar lined with black.

The hat pictured with this coat and skirt is of black taffeta with brim of liseret that turns up all round and is surmounted by a second brim of tulle, steadied by a fold of satin, the whole resting on a bandeau of softly twisted black and white ribbon, a magnificent white osprey imparting the finishing touch. A toque entirely of *ciré* black tulle is the epitome of *chic*, immensely high loops of the tulle standing up at the back, caught at the base by chains of cut jet. A decoration of small jet sampler beads enlivens an ordinary straight brim black tulle, worked round the edge of crown and brim, a lovely shade of old rose moiré ribbon encircling the base of the crown and forming a wheel rosette in front. The millinery salons at Gorrings may literally be said to overflow with attractions, for the selection maintained here, again, is quite exceptionally large and exhaustive.



**A NEW DESIGN FOR COUNTRY WEAR AT ULSTER
HOUSE.**

the variety that is brought to bear upon these extraordinarily simple suits. And those in control at Kenneth Durward's are unceasing in their endeavours to produce a creation that is at once pleasing to the eye and of infinite comfort to wear.

Of such character is the Aldford suit, one of the newest designs at Ulster House. The suit is made of beech-leaf brown check Angola, the check bringing in some faint contrasts that are felt rather than actually realised. The perfection of reason characterises the circular skirt, planned, it may seem from the sketch, with a panel front, while the coat has a perfectly straight back and front and is just held into the figure by small buttoned *pattes*. It is accompanied by a semi-trimmed Tagal straw hat, which takes up the colouring of the suit, and illustrates the type of headgear so successfully provided by Kenneth Durward.

GORRINGE, BUCKINGHAM PALACE ROAD.

The particular subjects selected for discussion at Gorrings are those delightful ready-to-wear *habillé* costumes, which are now such a noted speciality with Gorrings, and millinery.

In connection with the first, there is depicted the dearest little grey silk poplin suit, trimmed with braid, strung on buttons and mother-o'-pearl buckles. A glance at the sketch will at



A SUIT IN GREY SILK POPLIN AT GORRINGE'S.



SCOTTS, 1, OLD BOND STREET, PICCADILLY.

Included in the accompanying pictured trio is a charming aerophane chapeau, an exclusive model of this old-established house, which is carried out in various contrasts. The actual example sketched is of navy aerophane veiling cerise, an alliance that produces the bloom of Hamburg grapes. At the base of the low crown are arranged clumps of lilac in delicate pastel shades, while the edge of the brim is defined by a fancifully shaped "lame" of the blue aerophane, and the whole is steadied by an under-brim of navy straw. Scotts are experiencing just now an unprecedented demand for black and white millinery schemes, the which they are meeting with their customary fine taste and acumen. A blocked black velvet crown, set within a white straw brim, finished with a black velvet "lame," and trimmed with a smart black and white velvet mount, is very representative of what is worn; as also a strained white aerophane, one of the medium-sized hats, the left side sweeping up to the summit of the crown, faced with black straw, two uncurled white ostrich feathers nestling affectionately over the crown.

Then, in addition to these ordinary millinery matters, Scotts are much occupied over the appointment they have received to supply hats to the ladies of the British Red Cross Society. These, it will be understood, are the summer substitutes for the now familiar navy felts. They are built of blue straw in a medium shade of navy, of an exceptionally comfortable fit, trimmed with a plain band of unique design. Then, for the T.S.N.F. these ingenious minds have devised a greyish blue straw, simply trimmed with a band of ribbon, and which likewise possesses the estimable virtue of extreme lightness in weight.

THE SEASON'S DOINGS IN SPORTS HATS AT WOODROW'S 46, PICCADILLY.

The position attained by this firm for practical inexpensive ladies' sports and country hats is a most enviable one. As manufacturers, they are able to respond to any unexpected demand with the utmost celerity. But for the present season they have unquestionably achieved what promises to prove a *succès fou* in a Leghorn, the brim whereof is lined with black velvet.



This real triumph has been illustrated, but only a personal investigation can appreciate the adjustable character of the brim, which can be twisted and turned in every conceivable direction, to suit the taste of the wearer. And to confirm the statement that Woodrow's prices are actually—not merely relatively—moderate, the cost of this model is only 21s.

Another remarkable production here is a smart little black chiffon taffetas hat, the brim lined with Lancet blue straw, that weighs just 3½oz. The sole trimming comprises a blue ribbon velvet, but it suffices, for the *chic* rests on the clever *ligne*; and *ligne* where millinery is concerned is a veritable fetish. The price asked—25s.—for this featherweight thing, is interesting, and again characteristic of Woodrow's.

For more dressy wear, hand-made straw shapes figure here conspicuously. These speak for themselves, and need few words of praise.

A name synonymous with excellence is that of

**HENRY HEATH,
15, & 106, OXFORD
STREET.**

From out a number of attractive and arresting novelties

to be found here this season is a velvet and silk reversible hat. The idea is altogether most ingenious, no single item likely to enhance its claims having been overlooked. It is expressly destined for sports and practical wear; consequently, it is rainproofed and the velvet does not spot, a draw-string being furthermore introduced to aid its adjustment to any head. Henry Heath is running this model through a long range of colours, together with black and white, the latter having already found significant favour for river wear. It fits the head so cosily, travellers should find it ideal.

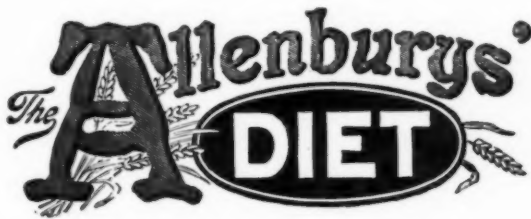
For decades the undeviating aim here has been to produce lightweight headgear. For summer riding wear there is, for example, a smart pedal bowler shape, the brim bound and crown banded with black ribbon, that should please to a nicety the fair, fastidious *equestrienne*. On the best quality Panamas Henry Heath holds strong and decided opinions. That these in the end provide the widest satisfaction and are the truest economy is the argument held, and one feels it is a sound one. A certain Chinese weave, known as Bangkok, may also be heartily commended for lightness. Neat, small shapes made of this, the little curled up brims lined black, are of imperceptible weight, and the price asked by Henry Heath is 1 guinea.

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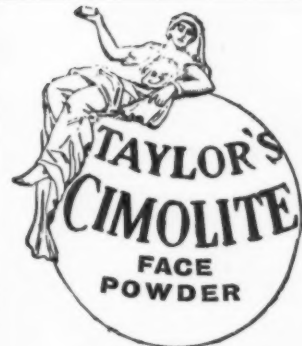
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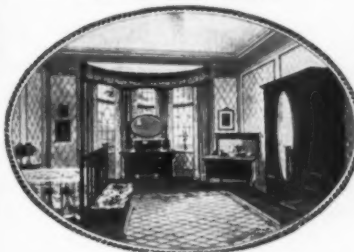
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are always ready with the last word in all matters pertaining to dress. The white taffeta faille commandeered here is a charming revelation of the possibilities of the very full, gathered skirt, trimmed, as is also the little coatee, with hand-embroidered jet bands. A black and white hat to correspond is carried out in white pedal straw, the brim lined black acrophane and the crown ornamented with little tufts of osprey. This would make a delightful costume for a June day.

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whence emanates the third example, maintain a keynote of quiet elegance. A charming alliance is this of white taffeta, the "jupe" veiled to within a short distance of the hem by a full tunic of very fine black Chantilly lace. The corsage of taffeta emphasises the revival of the normal waist-line, the rather full sleeves of black lace having the delicacy of the pattern thrown up in fine relief by a doublure of white chiffon, and being drawn to the arm by little ruffles of black tulle.

KENNEL NOTES.

POINTER AND SETTER TRIALS.

FROM what Mr. Walter Baxendale, secretary of the International Gundog League, tells me, I gather that trials for pointers and setters on grouse are a practical certainty somewhere towards the end of July. Lord Home has once again been good enough to offer the use of his moors at Douglas in Lanarkshire. Negotiations as to holding a joint meeting with the Scottish Field Trials Association are in progress, but, until the members of the latter have been consulted by Mr. Formby, no definite decision will be reached. Perhaps something more may be known before the annual meeting of the League, which is announced to take place in London on Monday, May 31st. It is satisfactory to hear that part of the business on this occasion will be the election of new members, and further, that resignations on account of the war have been but few.

The International Gundog League, it may be recalled, is a tripartite concern, founded on the union of the Pointer and Setter Society, the Retriever Society and the Sporting Spaniel Society, each of which has its separate list of members and runs its own trials. From the point of view of numbers the retriever section easily leads the way, while the chief foreign support is accorded to the Pointer and Setter Society, Frenchmen, Russians and Belgians appearing on the list, thus constituting a reflection of the Triple Entente in the wider world.

GUNDOGS AND SHOWS.

The influence of field trials has made itself strikingly apparent in the domain of dog shows, many good sportsmen breeding for appearance in conjunction with working qualities. Until the Labrador began to demonstrate his worth in the field, he had but a precarious hold upon the exhibiting public, and since 1906 he has progressed in a remarkable manner. In that year only seventy-three were registered at the Kennel Club, since when the advance has been so rapid that last year 363 were recorded upon the books, against 349 in 1913. That some of this advance has been secured at the expense of the flat-coated dogs is, I fear, more than probable, the older variety showing a set back. The numbers of these registered kept fairly steadily between 450 and 500 in the nine years under review until 1913, when they fell to 411, and last year there was a further decline of forty-one. The golden variety, strange to say, last year failed to maintain the position reached in 1913, and the Labradors seem to be the dogs of the moment. Of course, it must be understood that all these registrations are not made with the idea of exhibiting, many having their pedigrees recorded at the Kennel Club as a condition precedent to running at field trial meetings.

Among the spaniel varieties, Cockers easily outdistance all the rest, but I am unable to institute comparisons with last year as the figures are omitted from the new volume of the Kennel Club Stud Book, which is the source of my information. Judging from the entry at shows, however, I should say that the position is well maintained at between 600 and 700. The other day I had the pleasure of looking over Mrs. Ralph Fytche's Cockers at Chalfont St. Peter, and a beautiful lot they are, the coloured ones especially making a perfect picture. To see a crowd of black and whites and blue roans together is a delight to the eye, especially when they have been bred on such skilled lines as to exhibit a strong family likeness all the way through. One is not bewildered by meeting a lot of different types at the Mount Pleasant kennels—there is a uniformity that shows the master mind at work. Perhaps someone can explain to me why the blues and black and whites appear to have so much more dash and life in them than the blacks. Is it because the latter, being fewer in years past, have been somewhat too closely inbred?

TERRIER PROGRESS.

The outstanding feature of the terrier figures, as one would have anticipated, relates to the further gains of the Sealyhams, who last year reached 601, against 491 in the previous year, and seventy-seven in 1910, thus getting their tails in front of the Scottish (573 in 1914, against 600 in 1913), and West Highlanders (522 against 631). An activity has been apparent among Sealyham breeders that promises well for the future of the little Dreadnoughts, and there is no saying where they are going to stop. It is certain, too, that more good ones are about than were to be met two or three years back. Being in clever hands, we may expect to see this improvement consolidated in the immediate future, so that breeding will be less of a lottery. From all accounts our American friends are also going ahead, but I must confess that it astonished many of us to read of one being bred in the United States able to lower the colours of Champion Gessima, who, on this side, was regarded as a model for aspirants to copy. Whether the decision was right, or whether the beautiful little lady was off colour, I am unable to say. Another point worth noting is that the centre of Sealyham interest has shifted from South Wales to the London district, although it should be explained that the opportunities afforded to those living in the Home Counties are much in advance of the rest of England and Wales.

Cairn terriers have now passed the second hundred, which is a considerable achievement, as four years ago they numbered

but thirty-six. Irish terriers, bull terriers and Dandies are not quite equal to 1914, and smooth fox terriers have dropped back by over a hundred. On the other hand, the wires have gone ahead to 1,448, thus, for the first time in their history, passing the smooths. The great show of wires at Sheffield the other week, judged by the Duchess of Newcastle and Mr. Walter S. Glynn, if not on a par with its predecessor of 1914, was still very remarkable considering all things, and it will be memorable for the appearance of two youngsters, who carried all before them, both being bred by the exhibitors. The dog was Mr. J. W. Turner's Wycollar Boy, by Champion Wireboy of Paignton out of Queen Collar; and the bitch, Mrs. Clare's Walpole Dancing Mistress, by Brockley Crack out of Walpole Dancing Girl.

Before closing the survey of terrier progress I should not omit to mention that Airedales, continuing an upward sequence, reached 1,215 last year against 1,160 in 1913. And it must be remembered that but for the practical suppression of shows in the closing months of the year all these figures would certainly have been larger.

A. CROXTON SMITH.

From the Editor's Bookshelf.

Two Sinners, by Mrs. David G. Ritchie. (Smith, Elder.)

THIS novel seems to us to begin well and end disappointingly. That is because we misunderstood the authoress and so were thoroughly "sold" over one of her two chief characters, Major Kames. When at the beginning Maud became engaged to Major Kames, the son of a rich tradesman—not because she was in love but because he was rich—we felt interested and sympathetic. The man seemed to us a very cleverly drawn portrait. The something about him that was not quite vulgarly, but a certain coarseness of fibre, was skilfully done: he said wrong things of just the right degree of wrongness. In spite of his good nature, we felt, with Maud, acutely critical of him. He was too commonplace and fleshly, and we thought Maud did well to break off her engagement. Then came the shock of finding that both we and Maud were quite wrong, that Major Kames was really a rather sensitive, pathetic and spiritual person, and that we had to rejoice over Maud marrying him at the last. We should like Mrs. Ritchie to leave the first and excellent one-third of her book as it is and alter the last two-thirds altogether. Major Kames might be a pathetic and lonely figure, or he might marry somebody else. Stella, Maud's admirably hateful sister, should be killed before she married George Broughton, and Maud should marry him instead. As for Father Fitzherbert, who brought Maud back to Kames and the paths of supposed wisdom, we would have him bundled out altogether, neck and crop.

The Herb of Healing, by G. B. Burgin. (Hutchinson.)

THE most interesting personality in Mr. Burgin's new story of the Ottawa Valley is undoubtedly Miss Wilks, the mule, an animal with a strong sense of humour and almost superhuman intelligence. Mr. Burgin is a lover of Nature, and has great sympathy with animals. He is thoroughly at home in the forest, and we must confess to liking him better in such surroundings than in the haunts of semi-civilised man, where he is apt to press so heavily the sentimental chord as to make us quite uncomfortable. We are inclined, indeed, to resent the many pages in *The Herb of Healing* devoted to the chatter of that garrulous pair, Ikey and the Old Man (who, even when watching an exciting encounter between Miss Wilks and a party of wolves, or when themselves engaged in a battle with Red Indians, never cease talking), and the sentimental episodes of James, Lelota and the dying schoolmistress, and to wish that he would give us instead more glimpses of animal life such as that of the dam-making beavers in Chapter XII. "Occasionally the nose of a beaver showed solemnly upon the surface of the stream, his broad, paddle-shaped tail and water-sleeked fur momentarily visible in the strong, clear light before he sank noiselessly to the bottom. Others were busily engaged grubbing among the lily roots for their evening meal. The younger ones gambolled awkwardly upon the bank. . . . Presently the king of all the beavers, his muzzle age-whitened, rose inquiringly to the top of the water, listened to the crackle of twigs in the distance, then sank like a stone. Although he made no sign or splash as he sank, twenty other beavers abandoned their quest among the lily pads, forsook their willow branches and sank also."

BOOKS RECEIVED.

- Granville Bantock, by H. O. Anderton. (John Lane.)
 The Soldier's English-Russian Conversation Book. (Werner Lawrie.)
 Eye-witness' Narrative of the War. (Arnold, 1s. net.)
 The French Official View of the First Six Months of the War. (Constable, 1s. net.)
 Mr. Washington, by Marjorie Bowen. (Methuen, 6s. net.)
 The Tower of London, by Richard Davey. (Methuen, 1s. net.)
 Fall In, by J. P. Molyneux. (Hurst and Blackett, 6s. net.)
 Fly Fishing: Some New Arts and Mysteries, by J. C. Mottram. (Field Office, 5s. net.)
 A History of Persia (two volumes), by Lieutenant-Colonel P. M. Sykes. (Macmillan, 50s. net.)
 Boon, The Mind of the Race, The Wild Asces of the Devil and The Last Trump, by Reginald Bliss. Introduction by H. G. Wells. (Fisher Unwin, 6s.)
 The Winningnow-fan: Poems on the Great War, by Lawrence Binyon. (Elkin Mathews, 1s. net.)
 Journal of the Royal Horticultural Society, Vol. XL, Part 3. April. (W. Wesley and Son, 6s.)
 Germany on the Brain. Gleanings from the *National Review*. (National Review Office, 3s. net.)
 Swords and Ploughshares, by John Drinkwater. (Sidgwick and Jackson, 2s. 6d.)
 Surveying and Building Construction, by A. H. Haines and A. F. Hood Daniel. (Longmans, 10s. 6d. net.)
 Macaulay's History of England, Vol. VI, edited by C. and H. Firth. (Macmillan, 10s. 6d. net.)
 Service Kipling: Traffics and Discoveries (two volumes), Actions and Reactions (two volumes). (Macmillan, 2s. 6d. net.)

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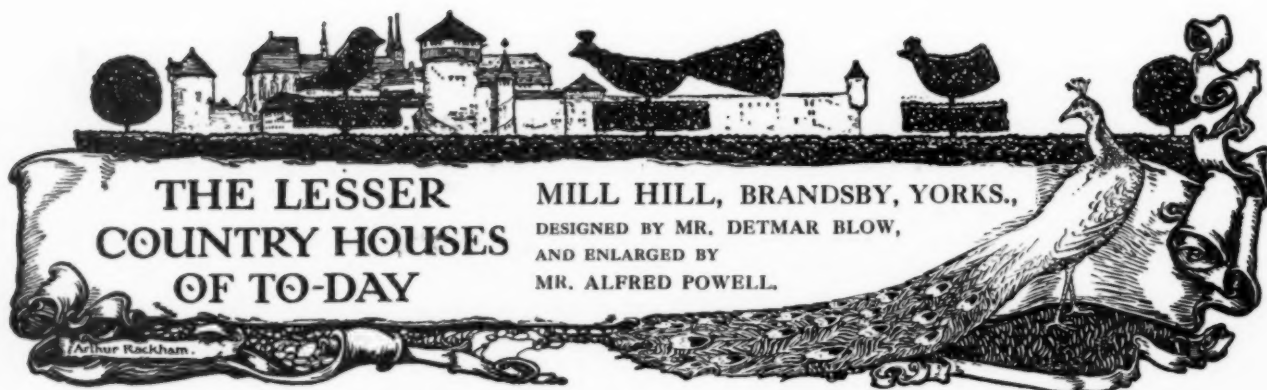


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A few years ago considerable extensions were designed by Mr. Alfred Powell, who also devised the very attractive garden features which appear so prominently among our illustrations.

The value of pergolas in the general scheme of garden design is that they give a definition which is lacking when reliance is placed wholly on trees and shrubs for garden furnishing. Mrs. Meynell, writing of Italian cypresses and aloes, points out, with her usual delicacy of appreciation, that "they make keen lines of slender vegetation, whereas in English landscape naturally the country is fat.

The trees are thick and round—a world of leaves." She contrasts the bluntness of the land and its growths with



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Italy, slim and articulate, her cypresses shaped like flames. In England there is apt to be, with the garden as with the

rolling country, a sleek excess of mass and curve. Closely trimmed, impenetrable hedges, fruit trees round and neat, and smooth-cropped banks of turf all conspire to achieve an air of fat well-being. A shrewd looking growth of rather sombre aspect, like an Irish yew, or a row of slight poplars with branches "slim and articulate," refine the garden atmosphere and grace it with the definition of line and point. This element is also emphasised by the sharp and regular outlines of a stone pergola such as adorns the garden at Mill Hill, an æsthetic reason for its use which reinforces its value as a frame for climbing things.

The south-west front has a terrace, and from the middle of it a grass path runs down to a



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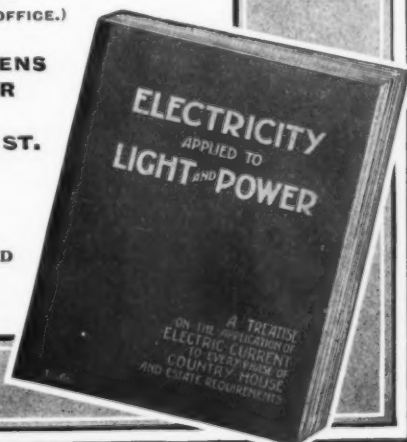
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wooden pergola. The handsome stone pergola is parallel with the garden front of the house, and leads down to a lower level by a curved stairway.

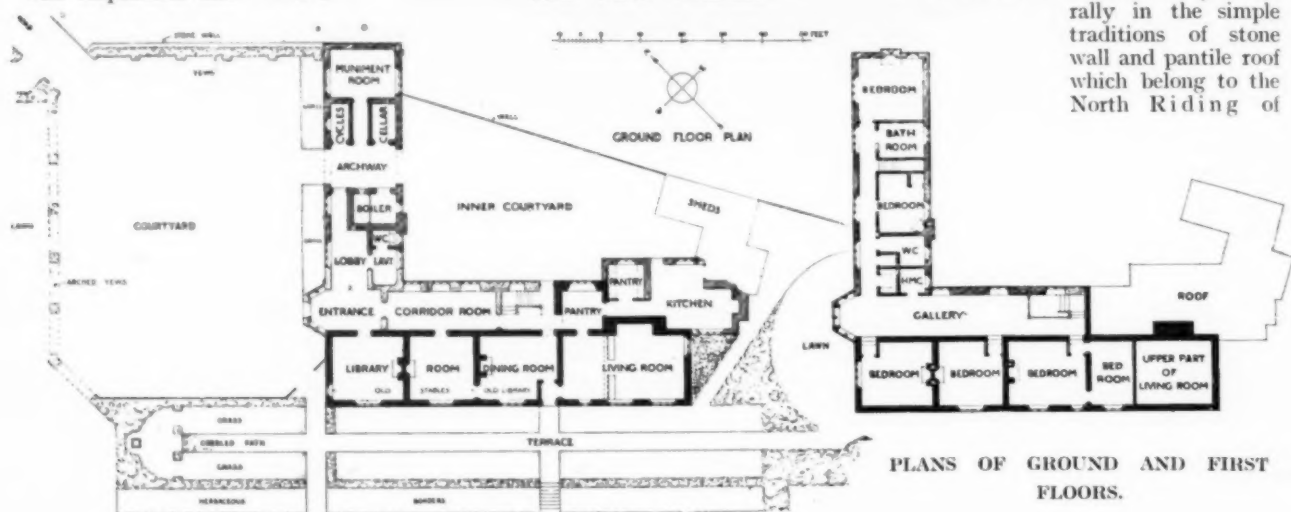
A corridor room and kitchen were built against the north-east side of the earlier house, the stable became living-rooms, and a wing containing subsidiary rooms was added to form a new entrance front. The house-place is a double storey room for about two-thirds of its length, and is furnished in an early manner. A big arras on one wall emphasises this



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character in the treatment of the interior. One of the pleasantest features of the house is the wide gallery upstairs, where some admirable pieces of furniture made by Mr. Ernest Gimson find an appropriate home.

When Mill Hill was begun, the handicrafts had not won the same assured place in modern design which they now enjoy, and it is the more interesting therefore to find in one of the bedrooms the first plaster panel which Mr. Bankart modelled. The house is built very naturally in the simple traditions of stone wall and pantile roof which belong to the North Riding of



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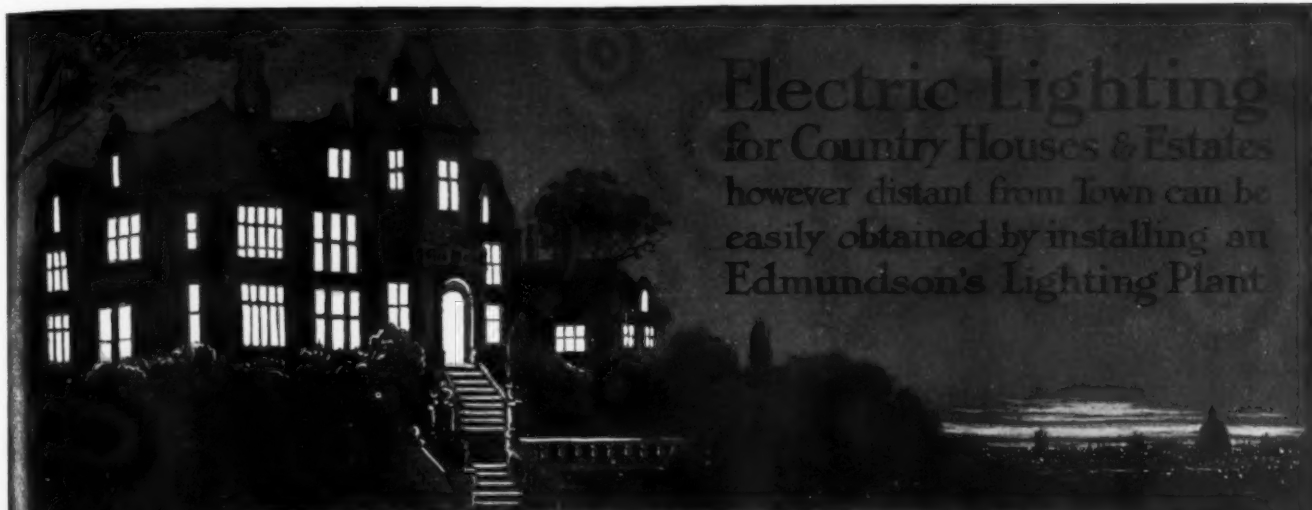
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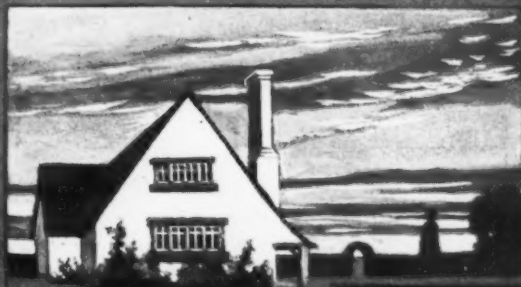
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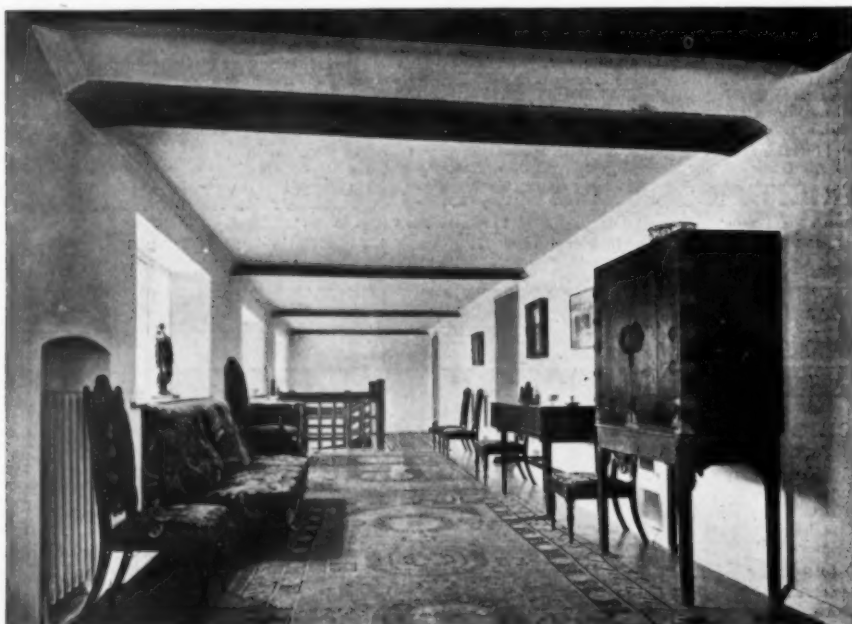
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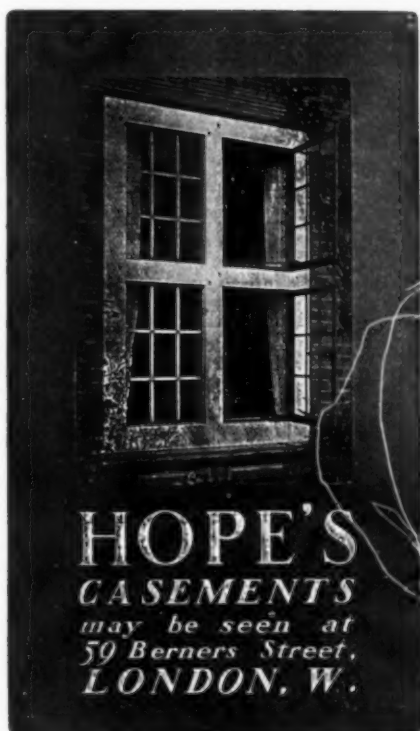
Yorkshire. The reversion to traditional ways which is so characteristic of much of the small domestic work of the last thirty years has led to a good many affectations, but Mill Hill is successful in showing a perfectly straightforward handling of this manner of design. It is enough to add that Mr. Powell, in making the additions to Mr. Blow's work, carried them out in perfect sympathy with what he found. L. W.

NATIVE PONIES TESTED BY PERFORMANCE.

OUR native ponies, of which at one time we heard little, are no longer neglected. Their virtues, long known to their owners, are now acknowledged by all. It has been abundantly shown that our ponies are not only useful servants and friends, but are the source of many of the qualities which make our light horses the best in the world. The game of polo drew public attention to them some forty years ago. The National Pony Society's and the Welsh Stud Books have placed on record the pedigrees of many ponies. But facts are stronger than arguments for most people, and I have thought it might be most useful and interesting to recall some of the exploits of ponies and to endeavour to show how some of these wonderful performances depend on the especial gifts and qualities which belong to ponies descended from ancestors which have lived in the open.

Our native ponies are the link between modern horses and the original horses of these islands. Since pre-historic times, from which, it may be, these ponies come down to us, they have received, absorbed and adapted many strains of blood. But whatever may have been the crosses introduced by design or accident, the pony has always retained some of his primitive mental and physical characteristics. It is possible to recognise this primitive pony character wherever we see it. When it has disappeared or been obscured, the ponies are less useful and valuable.

The native pony inherits from his primitive ancestors intelligence and adaptability, which are the common inheritance of those animals which, in a wild state, live a social life in herds. The pony has an ingrained hardihood which is the result of the survival of the individuals best adapted to their surroundings. Indeed, at the present time the ponies which thrive the best in mountain and moorland districts are those which can eat the many varieties of food which may be found in the open. If ponies are once accustomed to be fed, they soon lose this adaptability of appetite, and, refusing to pick up an abundant living, depend on the scanty dole of hay their owners can afford them. Such ponies lose their taste for a wild life and degenerate rapidly, so much so that in the New Forest casual visitors often speak lightly of the Forest ponies, not knowing that the real Forester is born and reared in haunts seldom or never penetrated by the ordinary tourist. So much is this the case that it may be said that



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most visitors to the Forest have never seen a real Forest pony, but only the miserable lane creepers and pensioners which hang about the gates of small farms.

The best pony in England is, I think, the Welsh, and the mountain ponies have (and I write from considerable experience of ponies in many districts) the most pony character of any. What these ponies are the following examples will show. On October 8th, 1823, two Welsh ponies trotted twenty miles on the Lea Bridge Road. The winner performed the distance in 1h. 15min., averaging sixteen miles an hour! The height of the ponies is not given, but supposing that they were cobs, the Welsh mountain pony was the source of the courage and action shown. But after looking carefully into the nomenclature of horses in those days, I find that a pony generally means an animal not over 13h.; over that a horse is a "Galloway" up to 13h. 2in.; after that it is a "cob." Nowadays, when we speak of a pony we mean anything under 15h., but our ancestors would not have allowed these small horses to be true ponies. In 1836 "a gentleman in Oxfordshire undertook for a trifling wager to ride a pony (apparently worn out) from the Crown Inn at Bicester to the Talbot Inn, Middleton Stoney, a distance of 3½ miles and to return, in the space of half an hour. The pony not to exceed 12 hands in height, being 28 years of age and to carry 13 stone 11lb. This was done very cleverly in 7 minutes under the time, thus accomplishing the 7 miles in 23 minutes. The match was ridden without whip, stick or spur. When at Middleton Stoney the rider, having dismounted, entered the inn and drank a glass of sherry." Whether the pony had anything we are not told.

This is an example of the great vitality of ponies. We could, I think, all tell of instances of the marvellous powers of old ponies. I owned a Welsh pony which would try to run away in harness when over thirty, if anything passed him on the road. There was a horse twenty-nine years old (by a thoroughbred out of a Welsh pony mare) that I have often seen carrying a young farmer to hounds with the packs near Oxford. There is the famous polo pony Sailor, which is believed to have Irish pony blood. Sailor was playing polo in 1911, in his twenty-second season. To come to more recent times, in 1889 a Mr. Longland wrote to the *Field*: "Some twelve or thirteen years ago I bought a Welsh pony mare, a chestnut, height about 12h. 2in., but possessing limbs of a size 14h. 2in. I drove her for some years, and good judges, including Fitzdacre, said a better pony had never seen harness. I put her to a cob—Perfection, by Confidence. The result was Yeoman, a handsome cob standing 14h. 2in., with great bone and strength. Then the mare had a foal, Gipse, by a half-bred Arab. Gipse was 12h. 3in., but with the limbs and bodily shape, including the lovely small head, of the Arab (I should think that the small head came from the Welsh mountain ancestry, as the Arab has a beautiful but not a particularly small head). Gipse had pace, action and temper."

True mountain ponies and those of the New Forest have first-rate natural action which always reminds me of that of the red deer hind breaking cover. In the same number of the *Field* there is an account of a wonderful performance by a Welsh pony. This pony, Bess, seven years old, height 13h. 1in., was backed to trot fifty miles in five hours on the road. The course was nineteen miles out from Cardiff to Bridgend and back, turn and seven miles out, turn again and five miles back. Bess went to Bridgend in 1h. 28min. At Cowbridge (twenty-six miles) she had a drench of whisky. Bess won against time, for she trotted the fifty miles in 4h. 14min. 26sec. She did the last mile at twelve miles an hour. The writer goes on: "Little the worse for her journey, the mare was walked to her stable, and no sooner there than her nose was in the manger; and after being well done she was walked to Barry, ten miles, to her owner's place, as healthy as a trout. Bess is a hard, gritty bay, but good-looking enough for anybody's trap. She stands on short legs of the very best sort, with good feet, well placed shoulders, good quarters, hocks well let down, and pony character head. All over she shows considerable quality. Her dam was a pure Welsh pony, her sire a Welsh stallion, Living Engine. (I cannot find this pony in the Welsh Stud Book.) She has a style of going quite unlike a trotter (hackney), but very like some blood horses with a somewhat low, sneaking action, but every time the foot seems to shoot out and accomplish a telling stride. The road chosen for the match is the worst in the neighbourhood for hills."

It would be difficult to improve on this description. Here we have pony qualities at their best, but not uncommon, combination. Courage, endurance and constitution (she puts her nose in the manger at once) are shown. The description of the most effective style of pony action could not be improved on.

It may be thought that I have said very little about riding ponies; but the instances given are enough, for these ponies are wanted for foundation stock, and such ponies as those mentioned above could be developed in any direction by judicious crossing or selection. Such a pony as Bess was equally suited to be the dam of a line of hunters or polo ponies as of harness ponies. She had all those qualities of courage, endurance and docility that are wanted. There is another point I have noticed—the great power shown by most native ponies over the back and loins, which fits them for carrying weight. They have often great speed. There was a pony in the Forest which has been known to win three races on an afternoon in the days

when races were run in heats, and she could beat ponies with a thoroughbred cross. There was Lord Lucas's pony, The Nun, barely 13h., that won a three-mile Point-to-Point with 15st. in the saddle and was in no wise distressed. I am sorry to say this gallant little mare was killed the other day by an accident, and has left no stock behind her. What has been said shows that it is no imagination, but that hard facts bear out the claims made for native ponies, that they are the reservoirs of hardihood, intelligence and courage, from which our light horses continually draw renovating streams of fresh and untainted blood. And their bone? Well, I have only once seen a spavin in a mountain pony, and bone diseases and the consequent lameness are almost unknown.

X.

AGRICULTURAL NOTES

WOOD ASHES AS MANURE.

THE practice of using the ashes of wood and other material of a vegetable origin as a manurial dressing is of considerable antiquity. Old writers testify not only to the prevalence of the practice, but to the esteem in which it was held. When wood was much more largely used for fuel in this country, the ashes produced were carefully preserved for application to the land, and writers in the early part of the nineteenth century speak of such ashes being imported to a limited extent on the East Coast for use as manure. As is well known, wood ashes—or, indeed, the ashes of vegetable products generally—are chiefly valuable on account of the potash which they contain. The value of potash as a manure was, in fact, first recognised because of the efficacy of such substances. About half of the material of the ash consists of carbonate of potash, though there are also present small amounts of phosphoric acid and of lime. Carbonate of potash is readily soluble in water. It is in wood ashes in a fine state of subdivision, and in conjunction with the small amounts of lime also present it exercises an alkaline action in the soil, thus tending to remove acidity.

Since the almost universal use of coal as fuel and the discovery of enormous deposits of potash salts at Stassfurt in Germany, the use of wood ashes as a fertiliser has fallen almost into complete disuse. Now that the German source of supply of potash manures is cut off, attention has been directed to every possible source which might temporarily make good the shortage, and wood ashes among the rest. In the sawmills in certain districts it is the custom to raise steam by burning waste wood, and the wood ashes thus produced have been recently analysed in the Department of Agricultural Research of Bristol University. Several samples of ashes obtained from mills in the neighbourhood of Gloucester were examined. Four different samples contained amounts of potash varying from about 5 per cent. to 9 per cent. One of these is seen to be distinctly rich in potash. Four tons of it, in fact, would supply as much potash as three tons of kainit.

In this connection it may be interesting to note that the use of wood ashes as manure has persisted in the Brendon Hill district of Somerset, and is still carried out as a regular feature of farming practice. The district is very remote from rail, and very little coal is burnt. At this altitude quickthorn hedges are not planted. Excellent beech hedges on raised banks take their place. These hedges are allowed to grow large chiefly for shelter, but at intervals of seven or eight years they are cut and laid, a certain proportion being done annually. Much of the timber thus cut out goes to swell the faggot heap attached to every homestead. The wood is still largely burnt in open hearths, and is used for cooking and domestic purposes generally. The ashes are carefully preserved and used as an addition to the bone manures or compound manures commonly applied to the swede crop. These ashes, together with any dry earth which may be available, are thoroughly mixed with the manure, the whole being generally passed through a sieve. Farmers who have used them for a lifetime entertain the highest opinion of their value; indeed, they would almost as soon think of omitting the manures as the ashes. In addition to their manurial value, the ashes are found to have a distinctly beneficial effect in keeping in check finger-and-toe in roots, which in this district is extremely prevalent.

The figures quoted above show the comparative richness in potash of the wood ashes produced by sawmills, and the accumulated experience of many generations in West Somerset testifies to their value in agricultural practice. There would thus appear to be a case for further enquiry as to the extent to which wood ashes are available for use as manure.

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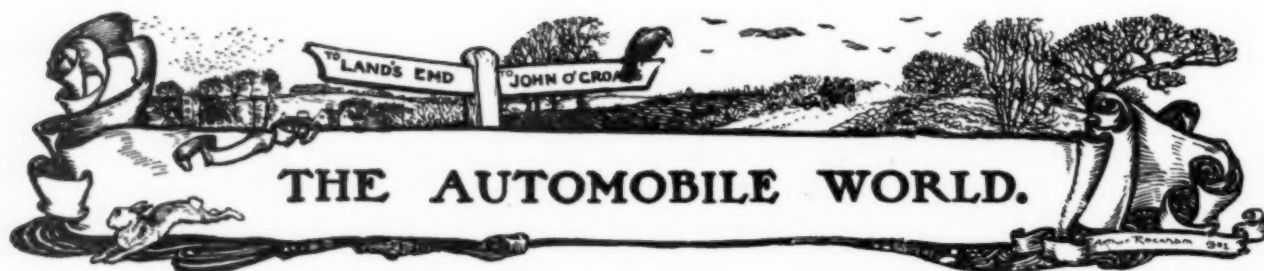
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THE AUTOMOBILE WORLD.

THE BIG PROBLEM OF SECOND-HAND CARS.

THOSE who endeavoured in times of peace to estimate what would be the consequences to this country of a great European war, were most of them very wide of the mark. It is doubtful, for example, whether even the best informed authorities on the British motor trade would have been able to approximate, much less to estimate exactly, the effects of the war upon an industry with the welfare of which all motorists are so closely concerned. Certainly the general impression in August last was to the effect that all those firms that had become Government contractors might very well congratulate themselves upon their position in view of the fact that normal trade would be at a standstill for some time to come. This perfectly natural idea has been very largely falsified by experience. In particular, those firms which manufacture industrial motor vehicles, either exclusively or in addition to touring cars, are many of them undoubtedly very badly hit by their inability to supply anything but Government demand. Such firms are doing their duty honourably by maintaining the highest possible output in the interests of the Government. In so doing they are taking grave risks, risks of a character that cannot be shirked in such an emergency. People who are not intimately acquainted with details, are probably under the impression that, since these manufacturers are, as a rule, obtaining fairly good prices for their lorries or cars, as the case may be, they are necessarily making rather a good thing out of the war, and ought possibly to be classed with those who are exploiting the public for their own good. This would be very far from the truth. Firms that are solely engaged on Government work, whether it be the manufacture of lorries or of lighter vehicles for staff, armoured car or ambulance work, are daily losing goodwill, which they have built up by sound business methods for many years past. They are unable to supply the demands of their agents, either at home or abroad, and consequently a great deal of business which they have pioneered is going to their competitors, the majority of whom are not British.

Another very serious matter is connected with the fact that the Government retains the right of concluding its contracts at short notice, but the output of the manufacturers cannot be maintained at a proper figure unless provision is made for its continuance very far ahead. Consequently, the contracting firms are liable at any time to find themselves suddenly faced with the necessity for disposing of an abnormally high output limited to some particular model, this model being usually very similar to those on which other leading firms are simultaneously engaged.

Yet another contingent difficulty, and one to which we particularly desire to draw attention at the moment, is in connection with the market for second-hand cars. This is a matter

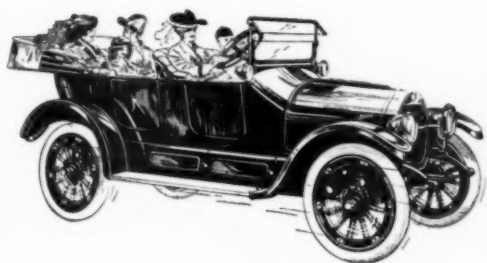
which intimately concerns the motorist as well as the motor manufacturer. Many motorists when buying a new car are influenced by the reasonable certainty that, after a given period of use, this particular car will fetch a certain price in the second-hand market. If that market is seriously disturbed, all their calculations fall to the ground, and their ability in due course to replace their old vehicles by new ones is consequently affected. It has already been pointed out in other quarters that, when the war is over, thousands of motor lorries are liable to be dumped suddenly on to the second-hand market to the great detriment both of manufacturers and of users. There will be the same tendency in connection at least with certain makes of touring car, among these being some of the best known British productions. In short, those manufacturers that have delivered the largest supplies to Government are liable in due course to be the most seriously affected by the sudden dumping on to the second-hand market by means of a public auction of hundreds, or even thousands, of second-hand cars of their make. Any such occurrence would necessarily affect the price of these cars in the second-hand market very seriously, and if the price of the second-hand machine drops badly the sale of the new machine of the same make must undoubtedly be injured, since the intelligent motorist knows that the real cost of a car is not the whole price paid, but is that price less the second-hand selling price at the end of a certain period of use. Furthermore, if the Government disposes by auction of large quantities of second-hand cars that have been used for staff car, armoured car and ambulance work, it is fairly safe to assume that speculators will buy in quantity, and sell at a low price showing a margin of profit. Many of the cars so passed on to the public will have undergone abnormally severe use, and will almost certainly be suffering from strains and distortions, either of the structure as a whole or of an internal character still more difficult to detect. The effect of distributing large numbers of vehicles under these circumstances would be very detrimental to the reputation of the manufacturers whose products figured most largely. People would often find their cars unreliable, and in passing on their opinions to that effect would forget to mention their own folly in purchasing machines that must necessarily have been unduly severely handled.

It is the regular practice of Government departments to dispose by auction of stores which they no longer require, but in this particular case, in the interests of motorists throughout the world and of the British motor industry, we desire to urge strongly that this course, if it be contemplated, should be abandoned. It would be far better if some arrangement could be made by which all the second-hand vehicles were temporarily handed back to their manufacturers, who would overhaul them at the cost of the Government departments concerned, and



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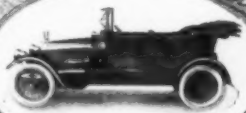
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ultimately be responsible for their sale, acting, so to speak, as agents in respect of their own second-hand machines. Each such machine so put upon the market would be accompanied by its manufacturer's declaration to the effect that it had been thoroughly examined and overhauled, and that, so far as it was possible to judge without knowledge of the internal state of the materials employed, its condition was good and sound throughout. By some such method as this the buyer of a second-hand car would be fairly well protected. It would always be within his power before purchasing to enquire from the manufacturer as to whether a car bearing any particular number had seen military service; if so, for what period, and whether it had subsequently passed through the manufacturer's works and been certificated as sound? The manufacturer himself would also be in some measure protected. He would be able to put these second-hand cars upon the market gradually, and not all at one time. It should be possible for him to work this temporary branch of his business in with his normal trade in new vehicles, employing the second-hand machines entirely or principally as a means of gaining new customers among those who could not afford a new car of the same make. In this way he would be put in a position to resist the inroads of foreign makers of very cheap vehicles.

No doubt the scheme which we have outlined is open to criticism in many respects. It does not profess to be perfect, but merely to be suggestive. The difficulty with which it is designed to cope is a serious one, and the question is not so much whether our proposed plan is ideal, as whether it is not better than what will happen if no such plan be adopted. We are all interested alike in matters of this kind, since all motorists will suffer if the British motor trade itself is seriously and permanently injured. What we want, then, is evidently some scheme by which motorists and motor manufacturers can work together to protect the future of the industry with the welfare of which they are all concerned.

THE WORK OF THE ROYAL AUTOMOBILE CLUB.

THE recently published annual report of the Royal Automobile Club serves to show what a really unique organisation this is which stands at the head of the motor movement. The membership of the Club is upwards of 7,500, which represents a drop of about 200 attributable to the war. During 1914, 70 members of the Club's staff joined the Navy or

have helped in the mobilisation of troops, aided recruiting and carried dispatches. Others, again, have been engaged on foreign service work. A detachment of members with their cars has, since the middle of last August, been attached to



THE WATERLOO CENTENARY.

The Lion mound, the construction of which led to the effacement of many important natural features of the battlefield.

General Headquarters. Forty-six owner-drivers were sent out by the Club and took part in the work of the Royal Naval Division in and around Antwerp. Considerable numbers of cars have been found for the Admiralty at short notice. Many members have been engaged in King's Messenger Service work with headquarters at Boulogne, and the number who have assisted the Red Cross is very great.

Simultaneously, the Club has found and examined large numbers of men for the Mechanical Transport, the Armoured Motor-car Detachments and the military wing of the Royal Flying Corps. Of course, a very considerable proportion of the members is now serving in the Navy or Army, and in several instances has already received special recognition of one kind or another. During the war officers holding temporary commissions are allowed to use the Club for an annual subscription of only three guineas. Similar facilities are granted to officers engaged at the War Office and Admiralty, or holding commissions in the Territorial Forces. In none of these cases is an entrance fee charged.

TESTS AND TRIALS IN 1914.

During the first seven months of 1914, sixteen certified trials were carried out by the Royal Automobile Club. These trials included special tests of Napier, De Dion and Charron cars, and of two lorries, one of which—that entered by the National Steam Car Company—was awarded the "Dewar" Trophy for the year. This lorry represents a very original principle. Its fuel is coke, which is fed automatically, and in this respect the vehicle is, of course, at a great advantage over the more usual type of steam wagon. The cost of running a heavy lorry on coke in this way compares very favourably with the best possible results obtainable with petrol or kindred fuels, and many leading authorities hold a very high opinion of the future of the system. Other articles submitted to test included wheels, tires, a tire inflator, a speed indicator and recorder, a foot starter, an electric lighting and starting apparatus, and two special types of fuel.

Of trials on a larger scale, perhaps the most important was the Tourist Trophy Race, which was won by a Sunbeam driven by Mr. K. Lee Guinness. The team prize went to the Minervas. A very important reliability trial of light cars was held during May, 1914. The entry was limited to four-wheeled cars having an engine capacity not exceeding 1,400 c.c. and weighing not



THE WATERLOO CENTENARY.

The farm of La Haye Sainte, that was so courageously defended and so gallantly stormed.

Army. The remainder were called upon to show even more than their accustomed energy in a great variety of directions. Through the Club's organisation, cars and owner-drivers have been supplied to assist in home command work; other members

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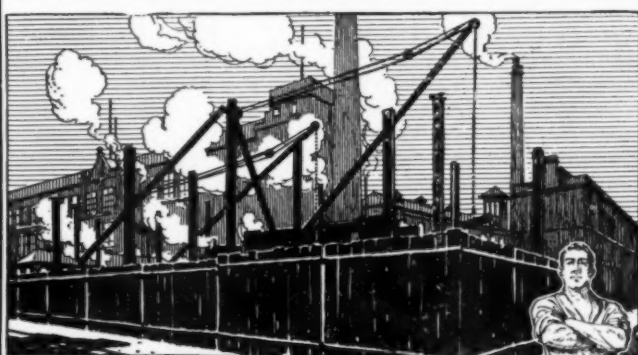
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M 509.



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Moseley Motor Tyres are entirely the product of British skill, organisation and industry; the original Moseley Factory was established at Ardwick, Manchester, in 1832—eighty-three years ago.

MOSELEY

MOTOR TYRE PRICES

Size.	Grooved Cover.	Tough Grey Tube.
760×90	£2 12 0	£0 14 0
815×105	3 16 0	0 19 6
880×120	4 19 6	1 5 9

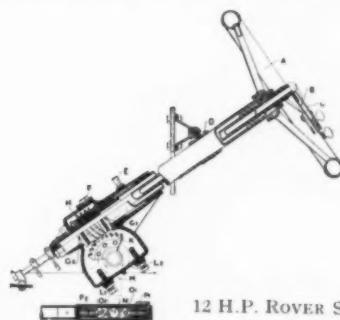
Every Moseley Grooved Motor Tyre is guaranteed to give a minimum service of 3,000 miles. For particulars of guarantee see new 1915 catalogue of prices of Moseley Motor Tyres; post free.

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CHAPEL FIELD WORKS, ARDWICK, MANCHESTER

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THE FAMOUS 12h.p. ROVER £350



12 H.P. ROVER STEERING.

On this is shown the large diameter steering wheel "A," with the control levers "B" for the throttle and "C" for the ignition. The ignition lever "C," which very seldom requires any adjustment, is made the shorter, while the throttle control lever "B" is the one nearest to the hand when placed on the steering wheel. In addition to the control lever "B," there is a foot-operated accelerator pedal, which most drivers of the car will use in preference to the hand control. It will be seen that the steering column is stayed to the dash by means of a bush "D," ensuring a stiff, solid steering, with an absence of vibration or whip. At "E" there is a grease lubricator, which should be frequently filled and screwed home, while a plentiful supply of grease should be frequently put into the worm gear box through the screwed cap "F." "G" 1 and 2 show the ball-bearings on the top and bottom of the worm "H," which take up the end thrust from the worm when operating the sector "K." "L" 1 and 2 are two adjustable bolts, which are so adjusted in our works that the steering angle is as great as possible without wheels coming in contact with the wings or frame.

The steering arm "M" is provided with a ball "N," situated between two blocks "O" 1 and 2, which are held in position by springs "P" 1 and 2. The most frequent cause of a strained steering is when the car is being turned on full lock, and the wheels hit some obstruction; a slight alteration of steering is then taken up by these springs "P" 1 and 2. The Rover steering, therefore, consists of a worm "H" of hardened steel (its thrust top and bottom taken up by ball bearings "G" 1 and 2), operating a sector "K" with all special jars on the steering taken up by the springs "P" 1 and 2, so that the owner of a Rover may have the greatest confidence in this important part of the car.

The Rover Company Ltd., Meteor Works, Coventry
59/61, New Oxford St., AND AT 16, Lord Edward St.,
LONDON, W.C. DUBLIN.

more than 1,500lb complete. The winner was a Singer, and gold medals, which were presented to every car that completed the very arduous trial without an involuntary stop, went to three Swifts, two Singers (including the winner), a G.W.K., a Salmon, a Hillman and a Standard. The trial was very useful in assisting to indicate the possibilities and also the limitations of a type of car manufactured to conform to certain rather arbitrary regulations. The experience of the trial, and generally of light cars upon the road, appears likely to lead to the use of rather larger engines than were originally considered necessary.

THE ROYAL AUTOMOBILE CLUB AND RED CROSS WORK.

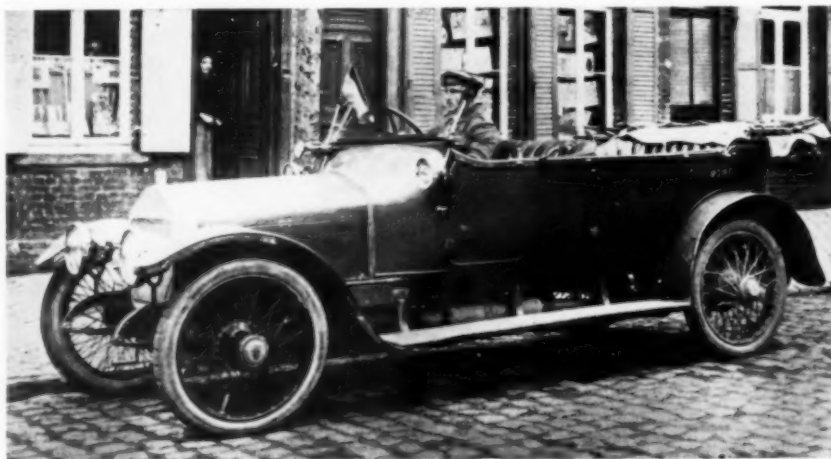
IN the very early days of the war, the Royal Automobile Club handed over to the British Red Cross Society free of charge its portion of the new building adjoining the club-house in Pall Mall. The engineering department of the club also undertook the examination of all motor-cars belonging to the Red Cross Society. This meant a very big piece of work. Within six months over 1,000 second-hand chassis were examined and all particulars filed. In addition, 560 chassis of various makes were recommended for purchase by the Society. Every one of these chassis was individually examined, and passed on to one or other of about twenty-five coach-builders in or near London. The Club's engineers have visited each one of these firms once or twice each week while the body-work of the ambulances and other cars was in progress. In the early stages, modification and improvement were necessary in the bodies of the ambulances. The club engineers got out fresh designs, and issued regulations as to size and length of chassis and dimensions of springs.

The Red Cross Society now has over 1,000 ambulances in actual use, and a big repair shop for their maintenance has been established in France under the advice of the club's engineers, who surveyed and laid out the works, purchased the necessary machinery and generally supervised matters. There were, of course, great difficulties in the way of securing delivery of machinery of the right kind at this time, but the work is now practically finished, and the shops thoroughly well equipped, special attention having been given to the blacksmiths' department, since road springs are one of the main causes of trouble with cars at the front.

The activities of the Red Cross Society have not been limited to ambulance cars, and the club engineers have also been required

motor workshops. In this connection the club engineers designed and supervised the building of six machines carrying a full equipment of the necessary tools and a device for enabling the workshop vehicle to pick up a disabled car and tow it to the shops for repairs. Reference was made in a recent issue to this type of machine.

This record in connection with Red Cross work is a magnificent testimonial to the efficiency of the R.A.C. Engineers' Department. The duties with which this department has been charged since the outbreak of the war are immensely more extensive than could ever have been anticipated or provided against, and the success which has accompanied its efforts bears witness to the admirable qualifications of its staff and the excellence of its organisation.



A WOLSELEY CAR

That has been working "somewhere in France" since last August, and has covered thousands of miles of terrible roads, but is still going strong.

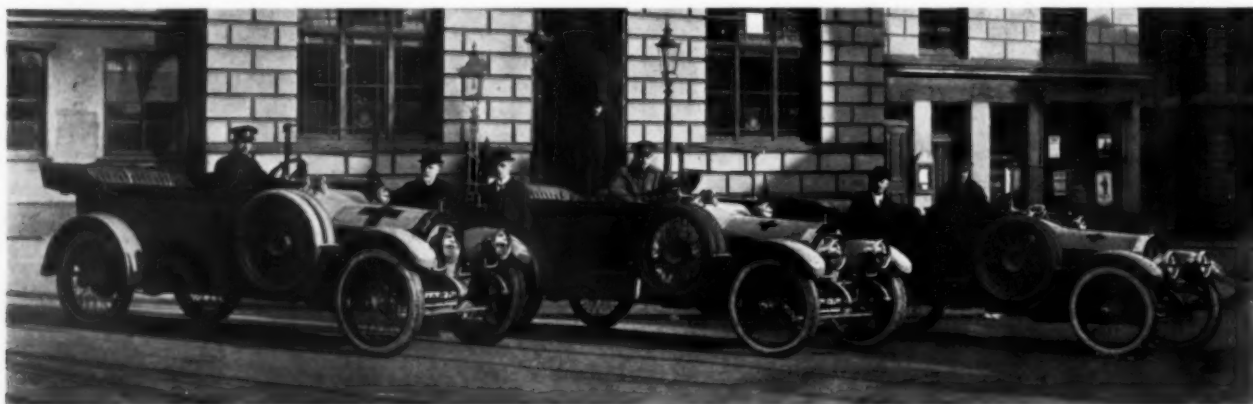
recently announced their intention of proceeding with some portion of the work upon which they embarked prior to the war without any further delay. It is impossible at the present juncture to carry on the expensive series of experiments which had been outlined, but it is regarded as advisable to proceed with the collection and compilation of all the available information bearing upon the use of alcohol. The Committee are anxious to hear from anyone who is in a position to supply any facts or statistics. The data required can be grouped under three headings.

In the first place, information is wanted as to the existing sources of supply and the possibilities of their extension. Alcohol can, of course, be prepared from almost any starchy or sugary material, as well as from sawdust and sulphite wood pulp. Much depends, however, on the value of the land upon which suitable crops can conveniently be raised, and the anticipated yield per acre.

The second requirement is for information dealing with the manufacture of alcohol from available materials, and including statistics as to the number of distilleries and their output and the types of still in use. Then, again, it is evidently important that the Committee should be in possession of information from which it would be possible to estimate the future demand for the fuel. This involves gathering particulars as to the number of motor-cars and motor engines at present in use and the prospects of development. Also, as to the costs and sources of alternative fuels.

THE ALCOHOL MOTOR FUEL INVESTIGATION.

THE Alcohol Motor Fuel Committee have

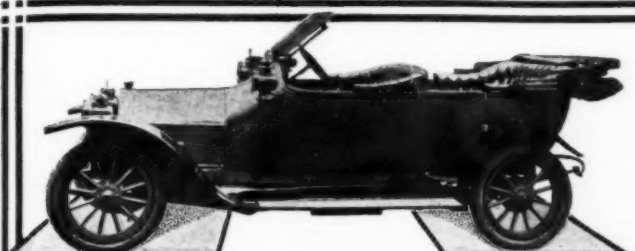


A GROUP OF THREE COLONIAL NAPIERS

Equipped for Red Cross work, and manned by their owners acting as volunteer drivers.

to design motor field kitchens capable of supplying food to about 900 men in the course of each day. These vehicles are fully equipped with cooking stoves, filters for drinking water, lockers and a good variety of accessories. Fourteen have already been constructed, and practical experience with the first has not served to indicate any possible improvements of importance on the original design. Later on, a demand sprang up for field

The Committee sets about its work with very high credentials from the Secretary of State for the Colonies and the Secretary of State for India. It comprises the best known experts on fuel questions, and there is every reason to hope that it will be able in course of time to advance agricultural interests in many of the Colonies, and simultaneously to relieve to some extent at least, the demand on petrol and other fuels.



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THE 12-14 H.P. VINOT

1914-15 Touring Model, Four-seated Torpedo Body, Hood, Glass Screen, Cover for Hood when folded down, Complete 12 volt. C.A.V. Dynamo Lighting Set with two Head, two Side, and one Tail Lamp, Detachable Rims, Four plain Tyres, Steel Studded Tyre on Spare Rim, Electric Horn, Smith's Speedometer, Pump, Jack, Repair Outfit, Kit of Tools.



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**FOUR SPEEDS
WARLAND DUAL RIMS**

(Detachable and Contractile)

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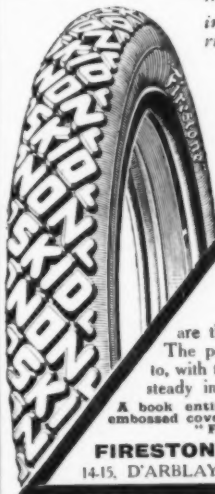
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Stores and Repair Works: 1, 2 & 3, Redhill Street, London, N.W.
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are the product of 15 years' undivided effort in tyre making. The policy of "quality comes first" has been rigidly adhered to, with the result that everyone of these 15 years has shown a steady increase in business.

A book entitled "What's What in Tyres," beautifully bound in embossed cover, will be sent free to every motorist. It explains why "Firestone" means "most miles per shilling."

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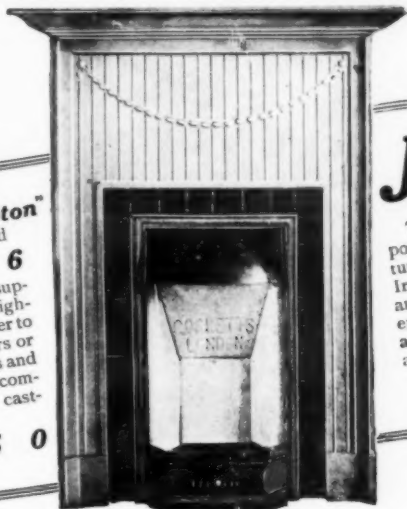
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As illustrated

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Judicious economy

The decrease in the purchasing-power of money demands a wise expenditure in order to secure the best return. In house decoration and equipment, at any rate, the problem is easy to solve. For example, you may perhaps wish to install at a minimum of expense, a mantelpiece and fireplace which are artistic and dis-

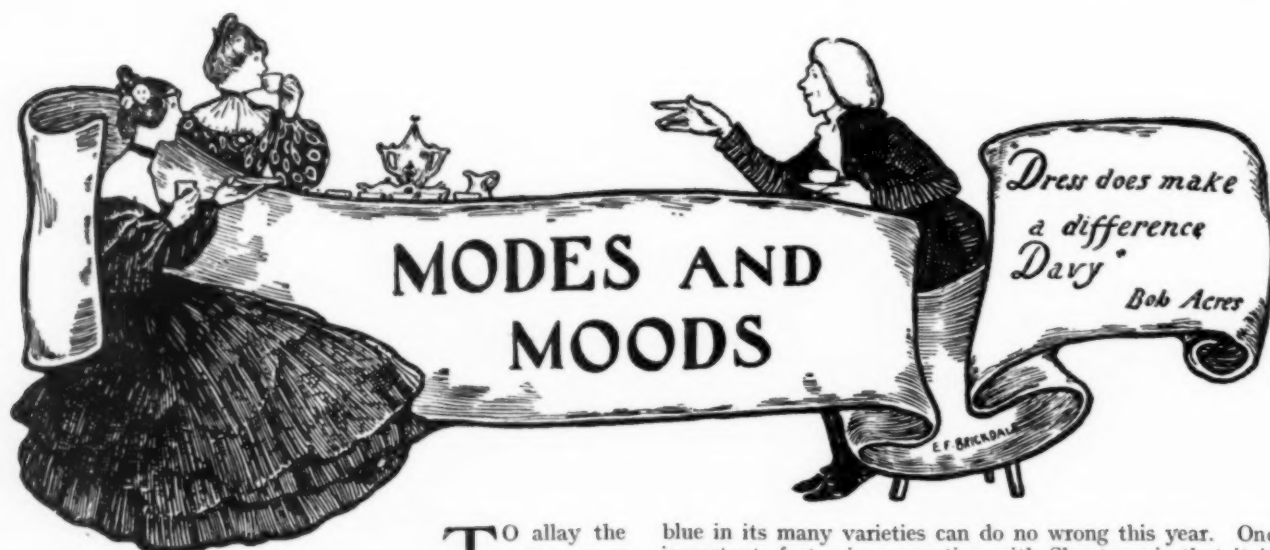
tinctive, and perfectly suited to the prominent positions they occupy in the room. At Goslett's showrooms not only have you a fine selection of designs to choose from, but, owing to their having secured a large stock of material before the War, the prices marked make your expenditure here a true economy.

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TO allay the many doubts existing on the subject of the extravagantly high boot, which we are instructed by those who ordain fashions shall be worn, and which was lightly touched upon in "Modes and Moods" last week, I am in possession of some instructive information on this momentous subject. From an impeccable source I am authorised to say that these boots are made of patent kid; not, however, the ordinary hard, firm quality, but one exquisitely fine and soft—in fact, its malleability is made manifest by the slight tendency the boot has to wrinkle about the ankle and upwards. Another feature of the cut is the leg overlapping the vamp, the latter long and shapely like a riding boot. It is surmised that later on, affairs permitting, white suède tops with black vamps will find favour. These unquestionably sound smart and, at the moment, perhaps somewhat extravagant. But the whole of this fresh boot movement requires to be assimilated, and I should greatly doubt its getting other than a very light hold on attention here until dress throughout exacts the customary keen attention.

Prominent among the novelties that one can accept, and which have only just crossed my path, are simple little morning frocks of plain linen merely relieved by pipings or narrow folds of some sharp contrast, as, for example, workhouse grey and flamingo red, navy blue and buttercup yellow, beech leaf brown and Chartreuse. For the most part these contrasts are reserved for the bodice, though sometimes a piping will be employed as a finish to the favourite deep, upturned hem of the skirt or to emphasise the presence of some side pleats.

Then, two-coloured flax linens are infinitely charming, arranged as follows, in less *voyant* contrasts, such as pink and white, that pretty shade known as Copenhagen blue and a delicate biscuit, or plain and striped. A dainty little gown carried out in the blue and biscuit was arranged with a full housemaid skirt, the upper part, to within a short distance of the knees, of the latter, on to which the blue was mounted in shallow curves. Small pocket slits occurred on either side of the front, while in the centre, for a short distance downwards from the waist, there came a double row of tiny buttons.

These were again used on the simple, sleeveless bodice, a mere suspicion of fulness occurring at the waist and disappearing beneath a belt of draped taffetas, completed by sleeves and vest collar of organdie, finished with a picot edge. There is, too, a *paysanne* bodice that should be taken cognisance of as an eminently dainty notion for summer frocks. The name accorded is distinctive enough and easily visions the slight, rather severe pinafore affair this is, supplemented by chemisette and sleeves of clear muslin and lace. A gown of Puritanical simplicity arranged after such manner was of grey chiffon taffetas, accompanied by a "Trelawney of the Wells" hat of yellowish straw wreathed with anemones, daisies, button roses and tufts of shivering grasses.

There is a hint of economy that cannot fail to find a welcome just now in these sleeveless bodices and coatees, the supplementary muslin chemisette with sleeves attached being readily removed from one to the other and easily laundered. Besides, these transparent muslin sleeves are enchanting, and earmark a quite inexpensive summer frock as of the moment. In the cause of coats and skirts, we may safely requisition the services of Shantung, a natural shade for choice, perhaps, under the circumstances, although pale

blue in its many varieties can do no wrong this year. One important factor in connection with Shantung is that it is obtainable, and a natural shade with touches of black is accepted as *demi-deuil*. *Tête de nègre* is another most attractive alliance with natural tussore, and can be repeated in hat, en-tout-cas, or as a border to a Shantung sunshade, and even stockings or striped silk tops to boots.

Quite an appreciable number of young girls are planning out a summer dress campaign on the lines of washing white skirts and shirts; and, of a fact, these are attractive enough to claim attention. A smart little blouse shown me, really one of the very prettiest of its kind to come my way, was of the finest white voile, arranged in small, close box pleats, back and front, and mounted on to a plain clear yoke, the latter opening in a narrow square in front, filled in by a guimpe of pale pink voile that resolved into an adjustable collar, to be worn either up or down, both daintily enhanced by lines of open-work beading. Another most covetable flesh pink *crêpe de Chine* had the upper part dropped into a sort of battlemented corselet, and, furthermore, revealed in a host of subtle ways a wealth of intricate workmanship that was never for a moment allowed to interfere with the general simplicity of the effect aimed at. We are certainly going through a most exceptional experience just now, and are learning to the last letter of possibility the art of investing apparently the simplest of modes with a very particular *cachet*.

I was talking this week to a milliner, the owner of one of those quiet, exclusive *ateliers* where our very best dressed women go and invariably create envy by appearing in headgear that has never been dreamed of by the average mind, and learned much as to the art underlying millinery with face value of exceeding simplicity. "Only a mere handful of my customers," said this great authority, "will even look at anything but the quietest model, although"—in a pathetic voice—"I have quite some of the loveliest black creations that, had there been an Ascot in view, would have been eagerly snapped up." And, just to point the moral of this story, I was shown a charming, boldly patterned black lace hat very much foreshortened, but with the brim at one side taking a daring upward sweep that culminated in a magnificent osprey.

The hats, however, that are actually being sold are the little shallow crown, narrow brim sailors, of straw or strained aerophane—of course, hand-made affairs, which at once accounts for a certain individuality of aspect, to which distinction is imparted by originally devised wings or flowers or fruit posies. Extremely narrow ribbons, ending in long streamers, provide a very favourite decorative touch. On a pink aerophane, a medium-sized picture shape, the brim of which takes a slight dip downwards at one side the front that recalls the flop of a Leghorn, there is used a narrow white ribbon, bordered at either edge with a pin line of black, while resting on the brim are three small composed clusters of forget-me-nots, daisies, etc. The same shape in navy aerophane is most attractive, merely relieved by a large shaded pink rose and a spray of blue leaves. For river or country wear, I liked immensely some white flax linen models. One of these had a soft crown encircled by a narrow damask ribbon velvet with the inevitable streamers, and falling fringe of pink-tipped daisies; while another carried a chain of black jet and white china beads—such an original idea. Little soft-crown white *charmeuse* hats are likewise being offered for summer wear, and are, as may be imagined, the very epitome of quiet *chic*.



J. BARKER.



FROM JOHN BARKER, KENSINGTON.

comes the sumptuous seal musquash coat that forms so important a feature in the above group. So free and voluminous is the cut, almost a cape effect is achieved when the bell shaped sleeves are spread out, a handsome stole collar finishing the neck. Lined through with printed satin, supreme value is offered by John Barker in this lovely wrap coat by the summer price of £23 10s. Dull ochre coloured smooth cloth fashions the other wrap coat sketched, a charming touch occurring in stitched *empiècements* carried across the back, a glorious collar of Asiatic fox and a cosy lining of grey squirrel fur concluding a wrap of irreproachable character. For the blouse, also commandeered at Barker's, good quality crêpe de Chine is employed, and the price asked is merely 21s. 9d., the becoming and immensely serviceable "Glenesk" hat being of very soft, pliable buff straw, trimmed with pale pink ribbon and posies of flowers. A thoroughly delightful piece of headgear, and only 37s.

FENWICK, 62, NEW BOND STREET.

Considerable distinction is accorded at Fenwick's to the simple country suit sketched, by the use of a bright red cloth in its construction, the comfortable circular skirt being completed by a beautifully cut, easy fitting coat, the fronts of which turn back with big revers. This model is one of many of equally attractive *genre* which Fenwicks are making at the moderate price of 6½ guineas. The other costume illustrated is of dark blue suiting, a delightful *ligne* being accorded the coat by little *pattes* of the cloth, ostensibly regulating a becoming hip basque, an adornment of tiny brass page boy buttons imparting an air of considerable charm while the circular skirt carries the novel feature of little trouser pockets.

A Dainty Fabric for Dainty Folk



A COTTON VOILE—so soft—so clinging—with an air of fairy lightness that seems to breathe the very spirit of Summer. This is **Grafton Cotton Voile**, the delightful fabric with an irresistible appeal to dainty ladies of refined taste. Delicate and yet withal so serviceable—for it is an ideal washing material—there are many, many designs charming alike for their simplicity and artistic colouring. In every case fast colours are used, as also in the special range of **plain art shades**, for which the demand is seemingly unlimited.

A LARGE VARIETY of 27 inches wide ... **1/2¹/₂d.**
DESIGNS and 40 " " ... **1/6¹/₂d.**
COLOURINGS.

Obtainable also in a beautiful range of plain colours, 40 inches wide.

ALSO IN PLAIN WHITE—VERY SERVICEABLE.

If unobtainable from your local draper, write to Grafton's, 67, Watling Street, London, E.C., and we will arrange for a good selection of patterns to be sent you.

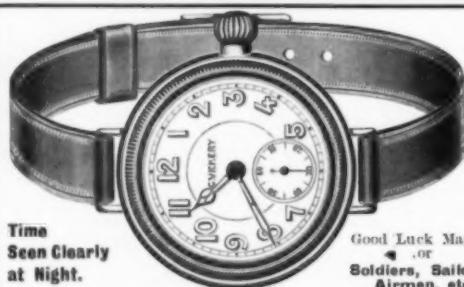
Insist on seeing "Grafton" stamped on selvedge.

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Time Seen Clearly at Night.

Vickery's Famous Improved Dust-proof Luminous Wrist Watches. Perfect timekeepers, best lever movements, screw case back and front.

Silver, 58/6 and 72/6
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Another make, but quite reliable - 82/10/0

As used by a very large number of our Navy and Military Officers

Good Luck Mascot
for
Soldiers, Sailors,
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Solid Gold and
Enamel Charm, set
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£1 : 17 : 6 and
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REVEALING THE DIVERSITY PREVAILING IN APRES-MIDI GOWNS.

LIBERTY, REGENT STREET.

Never, despite the many obvious difficulties that must have prevailed, has the great house of Liberty served its clientèle more liberally than is the case this season. They have, moreover, used infinite discrimination in the choice of their exquisite and exclusive fabrics, and also styles, clearly taking into account the demand for quiet dressing.

Of most persuasive character is the firm's Ethis crêpe, the material chosen to express the above pictured example of an afternoon gown. It is delicately hand printed in tones of purple and blue, the *chic* little taffetas bolero bodice being toned to the latter nuance, and a narrow hem of the silk edging both the tunic and underskirt.

MARSHALL AND SNELGROVE, OXFORD STREET.

A feature of the present season is the desirable Paris model gowns to be found in the costume salons here. Scarcely a week passes without further seductive offerings making their appearance, which leads one to the natural conclusion that the authorities must have some hidden source of supplies. A delightful scheme is shown carried out in navy poult-de-soie and very fine navy serge. The latter fashions a deep volant, while the upper part of poult-de-soie is handsomely embroidered in white bullion and black silk braid, the corsage opening in the front finishing the picturesque rolled back collar of white piqué and being furthermore carried beneath the high draped belt to the top of the flounce. And the whole from top to edge is stitched with white pearl buttons.

PAYING FIRST OR LAST.

BY WILLIAM SCHOOLING.

WHEN the Chancellor of the Exchequer announced that the expenditure of this country for one year of war would be £1,132,654,000 John Bull—as Mr. Punch showed us—undertook the task of paying this formidable bill with cheerfulness and equanimity. Some part of the cost will be paid in future years, but much of it will be met in the immediate future. It occurred to me to see how much more easily we could have tackled the job of financing the war if it had been provided for beforehand, so I made a few calculations. There are threats of an invasion of England, so I went back in thought to the William of a bygone day, who landed here in 1066, and imagined that a penny of our modern money had then been invested and allowed to accumulate at 5 per cent. compound interest. If Mr. Lloyd George had at his disposal a fund so created, he could have financed Britain and her Allies with considerable ease. If he had delayed the accumulation of the fund for three minutes, and drawn the interest, he would have had enough to meet the War Budget for a year. One penny invested for 849 years at 5 per cent. would amount to £4,069,158,000,000,000; the annual interest at 5 per cent. would be £203,457,900,000,000 for one year; this gives us a daily income of £557,418,900,000; every hour we should have £23,225,800,000; in three minutes we should have a twentieth of this sum, which is £1,161,300,000. The Chancellor of the Exchequer wants for one year £1,132,654,000. This would leave a trifling balance of £30,000,000, which would pay for the war for a fortnight.

These somewhat extensive figures are not irrelevant, because the method that would produce these results is available for individuals in connection with life assurance transactions. The amazing growth of money that takes place when it is allowed to accumulate at compound interest is only practicable by means of life assurance. There is a further important consideration. Comparatively small accumulations for a relatively short time will yield a large income for a long time—indeed, for ever, if the capital can be kept and interest earned upon it—but if, instead of accumulating savings to obtain capital, we borrow the capital first and pay it off afterwards, there is a very different tale to tell. If we borrow £100 and have to pay it off in 100 years, with interest at 4 per cent., it will cost us £4 1s. 7d. a year; but if we accumulated £4 1s. 7d. a year for 100 years we should have £5,030 at the end of the century. It makes all the difference whether you pay for capital before you get it or afterwards. In the second case other people pay you for the use of your money, and in the first you pay other people for the use of theirs.

A REALLY WHOLE-OF-LIFE POLICY.

The longer the period during which money can grow the better the results are. The longest period practically available is that of the entire lifetime of an individual, unless, it may be, we think of a leasehold policy for ninety-nine years. One of the best kinds of policies in existence is that which provides deferred assurances for children. The plan is to commence paying a small premium at as early an age as possible, preferably before the first birthday. For less than £10 a year this premium secures a with-profit policy for £1,000, which is payable at death, whenever it happens, provided the child survives the age of twenty-one. In the event of death before that age all the premiums paid are returned. After age twenty-one the policy begins to share in the profits, which, if the assured lives to the age of seventy, would make the policy and bonuses amount to about £2,250, although the total amount paid in premiums would have been less than £700. Thus, taking interest at 4 per cent., £10 a year paid during one life provides £90 a year in perpetuity.

We have not to look nearly so far ahead as an illimitable future to see the great advantages of these policies. Nearly every man is sure to need life assurance, and if at age twenty-one he finds in existence a policy for £1,000 at a premium of only £10 a year he may consider himself exceedingly fortunate. If he waits till age thirty to take a whole life with-profit policy for £1,000 it will cost him about £26 a year, and will not be nearly so valuable a policy. People seldom realise so clearly as they should that the same kind of with-profit policy for the same amount, and in the same office, is a thing of altogether different value at different ages. For example, a policy for £1,000 beginning to share in the profits at age twenty-one, and costing £10 a year, might well yield £2,250 if death occurred at age seventy, but if the same kind of policy were taken out at age thirty at an annual cost of £26 it would only yield £1,950 at death at seventy, because it would receive bonuses for nine years less; costing £1,040 it would yield £300 less than the other policy costing only £700 in premiums, a difference between the two of more than £600 that is principally due to the operation of compound interest.

THE BEST WAY TO PAY FOR EDUCATION.

The deferred assurances for children just described are about the most striking contracts to be found in the whole sphere of finance; but there are other ways as well in which the welfare of children is promoted by paying money in advance instead of afterwards: this is very notably the case in connection with

provision for education. If we wait till the expensive time of school or college life comes adequate means may often be lacking; but if preparation is made in advance the money is much more likely to be available, and the actual cash cost of a given education is less, because compound interest makes a substantial contribution, and in practice no private individual earns compound interest except by means of a life policy. One way of making sure of education is to pay a single amount, preferably at the birth of the child or as soon after as possible. The sum of £61 paid down will secure £100 at the end of sixteen years. It is not easy to imagine a more suitable birth-gift for a child than a paid-up endowment of this kind. It may well be regarded as the most suitable memorial to many a man who has lost his life at the front thus to make sure that the education of his children is provided for.

It is often more convenient to pay annual premiums rather than one comparatively large amount. In this case it is better where possible to take with-profit endowment assurance on the life of the parent. Take, as an example, the case of a man aged thirty-eight, who wishes to provide £224 seventeen years hence for a child who has just been born. He could do this by paying £10 a year for seventeen years without assuring his own life, but the full £224 would not be forthcoming unless the whole of the seventeen premiums were paid. In the event of the parent's early death a good education would be more necessary than ever, but the money for it might, or might not, be available. If the same annual premium of £10 were paid for endowment assurance on the man's own life he would secure a policy for £167, which looks a good deal less than the £224 under the former plan. The endowment assurance would, however, participate in the profits of the life office, and, if the bonuses continue at the present rate, the policy would yield £224 at the end of seventeen years, or exactly the same amount as under the other plan. If, however, the parent dies meantime the £167 guaranteed by the policy, and whatever bonuses had been earned, would be paid at death, and the money so received could be invested until it was needed for education. If death occurred at the end of ten years the amount payable under the policy would be £200, which, if accumulated for seven years at 3 per cent. would amount to £246 at the end of the seventeen year period. The risk of the parent's premature death is thus covered, and, if he does die, not only is a larger sum available for education, but the number of premiums of £10 each is less than under the policy that affords no life assurance protection. If the parent survives for the seventeen years the results under the two policies are similar.

There is the further consideration that the premiums paid for endowment assurance on the life of the parent are subject to rebate of Income Tax. Some new regulations in regard to this rebate of tax on endowment assurances for short periods are to be introduced, and seem likely to lessen the advantages hitherto resulting from rebate of tax on premiums. It is appropriate and necessary that the rebate of tax should not be abused; but I confess I should view with reluctance any measure which increased the cost of providing for education. It may be difficult to make exceptions, but it is so greatly to the advantage not only of the individual, but of the State that good education should be available, that when the House of Commons comes to deal with the matter the Chancellor of the Exchequer might well be invited to consider this aspect of the subject.

DEATH DUTIES AND LEASEHOLD PROPERTY.

There are other circumstances in which a sum of money is reasonably sure to be needed in the future, and always in such cases it is greatly advantageous to provide it in advance. Sometimes, as in the obvious case of estate duties, the money is wanted not in some particular year known beforehand, but at death whenever it occurs. A life policy is manifestly the obvious way of meeting the requirements. It is not until a man is nearly fifty years of age that a policy for £1,000, giving large bonuses in addition, costs so much as £40 a year; but if no provision is made beforehand, and duties of £1,000 are paid out of the capital value of the estate, the income of the heirs is permanently reduced by £40 a year. The payment in advance for a few years of one man's life saves the payment of an equal, or a larger, annual sum in perpetuity.

Another example of the advisability of paying in advance arises in connection with leasehold property. If out of the rents received a very small sum is paid each year the capital invested will be replaced when the lease expires. If no such arrangement is made the capital disappears. If provision for the inevitable termination of the lease at a known date is deferred the cost of it becomes much greater. The annual premium for providing £100 at the end of eighty years is the ridiculous sum of 6s.; shorten the period by one-quarter and make it sixty years and the premium is double, or 12s.; halve the period and the premium for forty years is £1 6s.; reduce it to one-fourth, or twenty years, and the premium is twelve times as much, or £3 12s. a year.

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RACING NOTES.

AT the present juncture it can do no harm to consider how and to what extent the situation in regard to the classic racing of the year has been affected by recent running. Last week in the Burwell Plate—the last mile and a half of the Cesarewitch course—the Derby candidate, King Priam (7st. 7lb.), met Carancho (four years, 9st. 2lb.), Great Sport (five years, 9st. 6lb.) and the six year old gelding, Fiz Yama (9st. 3lb.). Another runner there was, the three year old Snout (7st. 7lb.), but of him no account need be taken for present purposes. It may, however, be mentioned that Great Sport (fourth in the Derby of his year) had this year won the March Stakes, Carancho the Babraham Plate, Fiz Yama the Great Metropolitan Plate (carrying top weight) and that King Priam himself had won the Chippenham Plate. The material for the testing of a Derby colt was, I think, there. The question is, "How did King Priam come out of the test?" and I am afraid the answer must be, "Not satisfactorily." What happened was that Carancho beat Mr. J. Williamson's colt (easily) by three parts of a length. Now, the loser was meeting the winner with an advantage of 4lb., according to the scale of weight for age, and ought, therefore, if up to the average of what is expected of a Derby winner, to have won easily; he ought, I think, to have been able to beat Carancho without any difficulty at all at 7lb. St. Blaise does not rank as one of the best of the winners of the Derby, but when tried he was set to receive 6lb. only from Shotover, winner of the Derby in the previous year. Geheimniss was in the trial at 9st. 5lb., St. Blaise carrying 8st. 6lb. The six year old Incendiary was put in at 8st. 2lb., and Energy with 8st. 5lb. St. Blaise won the trial easily by two lengths. Taking last week's running in the Burwell Plate as a trial, it left King Priam 25lb. behind Carancho, and that does not look like winning a Derby. It should perhaps be added that Carancho is undoubtedly a better colt at Newmarket than on other race tracks, and I believe that his owner, Mr. E. Tanner, thinks that King Priam acquitted himself fairly well. He may be right, but going strictly by that which we have seen with our own eyes, King Priam's prospects of winning the Derby appear to be anything but good. In the Newmarket Stakes (a mile and a quarter) we saw three other Derby colts—Danger Rock, Let Fly and Tournament. On the face of it this was a race of more than ordinary interest, seeing that Tournament had run second to Pommern—favourite for the Derby—in the Guineas, that Let Fly, whose running in the Guineas was too bad to be true, was being given a chance of redeeming his reputation, and that Danger Rock, a colt who showed speed as a two year old, had this year won the Hastings Plate with ease. The result of the race was that Danger Rock beat Let Fly by three parts of a length, both of them beating Tournament for distance—four lengths—greater than that by which Pommern had beaten him in the Guineas. That is what we saw, but as regards its bearing on the Derby we also saw that Let Fly swerved right across, behind his opponents, from left to right when the tapes went up, but for which he must, one would think, have won the race; also that Tournament neither looked nor moved as well as he did in the Two Thousand Guineas. There is also this to take into consideration: that the race was run at a very

false pace. I do not think the runners were out of a good canter in the first six furlongs; hence it was that Let Fly was able to make up the ground he had lost at the start, so rapidly that in the Abingdon Bottom he was actually in front for a few strides. From such a race it is difficult to draw satisfactory conclusions. It may, however, be fairly assumed that Let Fly ought to have won; if that be so, it almost follows that he is still capable of reproducing the form he showed as a two year old; but even if that theory be allowed to pass, there is the further question as to whether or no that form would enable him to beat Pommern, and to that query this year's running gives a negative answer. There will, however, be opportunities for considering that and other matters in connection with the Derby. Meantime, Pommern does appear to be entitled to his position as favourite for the great classic race at Epsom, and it may be noted that among his opponents may be Follow Up—in the same ownership as Let Fly—and Roseland, of whom it may be said that, going strictly by the "book," he was the best two year old of last year. TRENTON.

KENNEL NOTES.

THE GREAT TERRIER SHOW.

THERE was a large gathering of terrier devotees at the Botanic Gardens in Regent's Park last week on the occasion of the great Joint Show, of which Mr. Holland Buckley is the honorary manager, and I should imagine that the entry was fully up to expectations. A specialist show

of this description has many attractions, the spectator being able to concentrate his interest, instead of wandering about taking a passing glimpse first at one ring and then at another, without studying anything thoroughly. Scottish terriers, under Mr. Royston Mills, were well up to the average of recent years, the dog challenge winner being Mr. W. B. Macphail's typical Ellwyn Adam. Chief honours for the other sex rested between Miss D. Woodhouse's Writtle Patricia and Mrs. G. W. Gray's Ruminantly Roma, the former winning. She is a sterling bitch all through, with just the character that breeders want. Roma, perhaps, is a little masculine, but she is a Scottie all over,



W. A. Rouch. DANGER ROCK, BY ROCKSAND—DELUSION. Copyright. Winner of the Newmarket Stakes.

and it could not have been easy to separate them.

The turn-out of West Highland White terriers proved that they are not to succumb to the Sealyham and Cairn menace without a struggle. Mr. C. Vickers enjoyed the pleasure of winning both challenge certificates with Charger of Childwick, a stylish home-bred youngster, and Chatty of Childwick. Lady Sophie Scott, who judged the Cairns carefully, had no difficulty in finding the dog winner in Messrs. Ross and Markland's Champion Firing Frolic, who won more certificates last year than any other of his kind. Miss Lucy Lockwood's Cloughton Bunt, the bitch champion, is another smart one of the right stamp. Baroness Burton had some nice young bitches present, of which Dochfour Orgha pleased the judge best.

The Airedale entry was most satisfactory, a remark which may also be extended to the quality of the exhibits. A noteworthy incident was the winning of the two challenge certificates by August puppies—Messrs. Parkington Brothers' Whitebirk Tyrant and Mr. C. H. Wilkinson's Mellesby Selection. Mr. Phillips' Tintern Tip Top, who beat the former at Bradfor,



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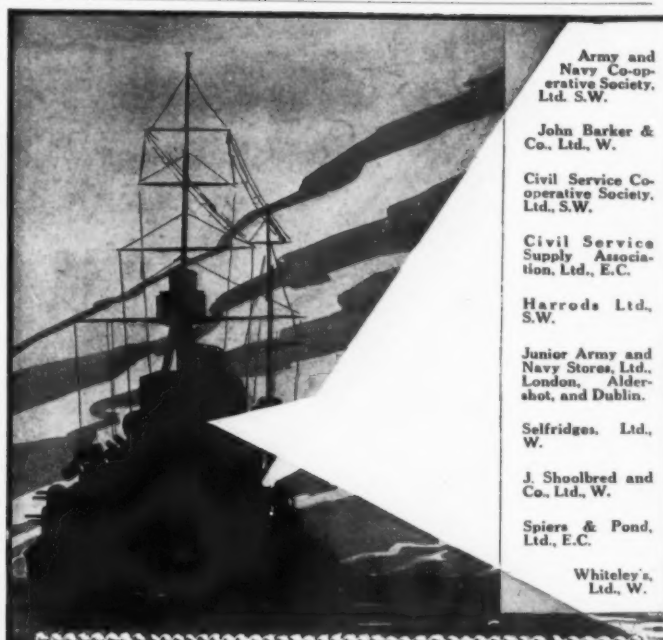
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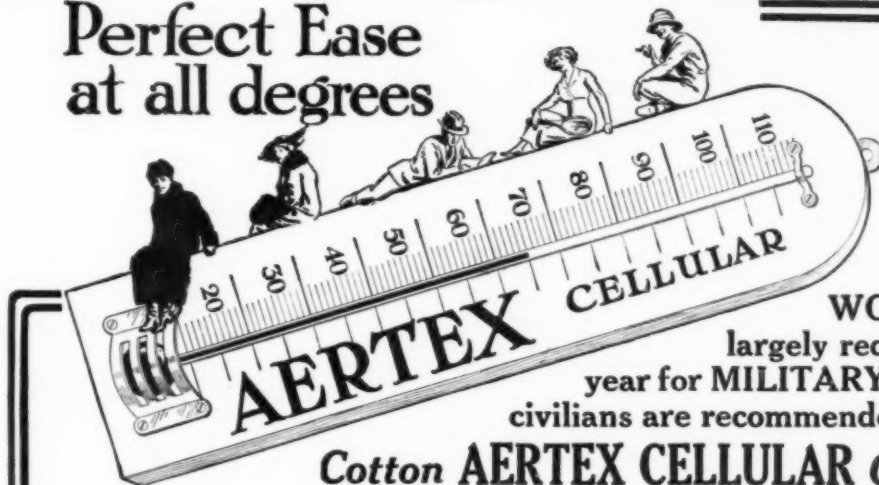
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the previous week, was not present, though entered. Had it been otherwise, there should have been an exciting duel, for there cannot be much between them. A study of the awards at some of the principal shows leads one to the conclusion that we have a number of Airedales about of fairly equal merit, without most of the trumps being in one hand—a distinctly healthy sign. The Irish terrier section introduced us to nothing sensational, the championships going to two old favourites in Mr. J. P. Lowrance's Ch. Double Shear and Mr. Montague Ballard's Champion My Lady Montbal. Sealyhams, on the other hand, gave us the opportunity of looking over Lady Savory's home-bred puppy Pandora, who, after winning three firsts, was reserve champion at Cheetham Hill a week earlier. This time she went up a point and gained her first certificate. The others should not be long in coming, for she is a smart, stylish terrier, with admirable body, head and bone, and with maturity she should get just that little bit more "devil" in the ring that will improve her. Hadley Hustle, Mrs. Lesmoir Gordon's challenge certificate dog, is meeting with consistent success. Mr. Hamilton-Adams's Ivo Cossack was close up. The open dog class may well have bothered any judge, since the third, Mr. Fred W. Lewis' Roger Bach, is one of the best, while Miss Winifred Buckley's Farncombe Garlic, reserve, is another little beauty.

Speaking of a "Farncombe" dog, let me take the opportunity of expressing a somewhat tardy regret at the death of Colonel Annand. This was a piece of news heard at the Botanic Gardens, much to my sorrow, and I am sure the sympathies of all go out to Miss Annand, who was always accompanied by her father. Many years have passed since the gallant Colonel bought some bassets from me for the pack he was then in the habit of hunting in the neighbourhood of Guildford, and, when this country had to be relinquished, a kennel of Sealyhams was established. There is a lot of character about the Farncombe dogs, which are all over terriers.

THE FOX-TERRIERS.

Mr. Francis Redmond was complimented with a large entry of wirehaired fox-terriers. The Duchess of Newcastle was present to see Chequebook and Cocatina of Notts win the two challenge certificates, thus repeating the performance for the third time this year, the two previous occasions having been Birmingham and Cruft's. Chequebook, after having had his vicissitudes, is at last justifying the confidence always placed in him by his mistress. Mrs. W. Ely was second in open bitches with Tadworth Tweak, a daughter of Dusty Rusticus and Miss Kate, age unknown. What a rare little sort she is! The right size for a fox-terrier, and with a front to rhapsodise about. Her bone is carried right down, and she has a fine neck and shoulders, with a short back. The middle piece could be strengthened a little with advantage. In the smooths Mr. J. C. Tinne did best with Brockenhurst Luke, a nice sort of puppy by Champion Levenside Luke. Mr. J. H. Peacock took chief bitch honours with D'Orsay's Damsel, who had three grand little bitches behind her in Mr. A. G. Mitchell's Bally Bride, second; Mr. Walter S. Glynn's Champion Brynhir Bunt, third; and Mr. F. W. Bright's Champion Kitty Sparks, fourth.

THE LADIES' SHOW.

Before it is too late, may I put in a word on behalf of the forthcoming show of the Ladies' Kennel Association, set down for June 9th at the Royal Botanic Gardens? Schedules may now be had from Miss Desborough at Belfast Chambers, 156, Regent Street. Although the event is restricted to one day, the classification is uncommonly liberal, with challenge certificates for most breeds, and a strong judicial list in the bargain, while the specials offered are as numerous as ever. It is to be hoped that the loss experienced on last year's show may not be repeated, and, to prevent this, exhibitors should make as many entries as possible. The ladies having worked for many years in the best interests of dogdom, it is up to everyone to render help on a generous scale. Entries finally close on May 27th.

A. CROXTON SMITH.

From the Editor's Bookshelf.

Whose Name is Legion, by Isabel C. Clarke. (Hutchinson.)

MISS CLARKE'S new book is a novel with a purpose. It is written to warn those who attempt to enter into communication with the unseen world of the danger of such practices. The story is told from the Roman Catholic point of view, and states plainly the attitude of that Church towards so-called "Spiritualism." According to a theory "now commonly advanced, to each person has been allotted by the powers of evil an attendant wicked spirit known as the Watcher at the Gate, who is ever on the alert to enter into communication with that soul for the purpose of its destruction." The Church protects her children from this evil power by prohibiting "all magic

practices, all intercourse or dabbling with the occult or the unseen." Apart from its mission, *Whose Name is Legion* is a well written tale, with a cleverly worked out plot. Miss Clarke has a pretty gift of description, and she gives us charming glimpses of the country of the Norfolk Broads and of the orange orchards of Northern Africa. The portraits of Pamela—a typical, well bred English girl, sensitive and reserved, who, yielding to fascination, marries a man older than herself, and with whom she has nothing in common—and of Ralph—the husband who loves her "with a selfish love which first isolates her and then neglects her"—are drawn with power and restraint; and the minor characters, sketched in with a few clever touches, are lifelike and very recognisable types.

WAR FROM THE STUDY WINDOW.

Swords and Ploughshares, by John Drinkwater. (Sidgwick and Jackson.)

The Winnowing Fan: Poems on the Great War, by Laurence Binyon. (Elkin Mathews.)

MR. JOHN DRINKWATER'S genius takes such delight in green pasture and quiet beauty that we do not regret to find in his new book as many songs of peace as of war. It is good in a quiet hour to read "The Carver in Stone" or "For Corin To-day" and forget for the moment the horrors of the campaign:

"O Corin of the Grizzled eye,
A thousand years upon the down
You've seen the ploughing teams go by
Above the bells of Avon's town;
And while there's any wind to blow
Through frozen February nights,
Above your lambing pens will go
The glimmer of your lantern lights."

But the most studious influence cannot help being drawn into the flux of the great events that have been streaming past in this year of grace, and so we have a number of pieces very topical to the present time. Mr. Drinkwater has been deep into the current of the national indignation at the German lapse into savagery, and his war verses are inspiring, as may be seen from the following, taken out of his "Gathering Song":

"They are coming out of the northern dales,
Out of the sound of Bow they come,
Lomond calls to the hills of Wales—
Hear them tramping under the drum:
From Derry to Cork, from Thames to Dee,
With Kentish Hob and Collier Tyne,
They come to travel the Dover sea,
A thousand thousand men of the line.

"They come from the bright Canadian snows,
And Brisbane's one with proud Bengal;
Over the Vaal and the Orange goes
To the cape of the south a single call;
Though the term shall be for a year or ten
You still shall hear it under the drum,
The limber tread of the marching men:
They come, you lords of the boast, they come."

Mr. Laurence Binyon's little volume, first published in December of last year, has reached a second edition, which seems to prove that it finds expression for certain widely prevalent feelings. Mr. Binyon has brought to his task the hand of a cunning craftsman which never disappoints. At the same time, he does not rise into that pure ether where the finest poetry is found. His nearest approach to it will be found in a fine poem "For the Fallen":

"They shall grow not old, as we that are left grow old:
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning
We will remember them.

"They mingle not with their laughing comrades again;
They sit no more at familiar tables of home;
They have no lot in our labour of the day-time;
They sleep beyond England's foam."

This is written beautifully, and with a quiet and dignified grace. Yet we feel that it is too much of a wrench for still and tranquil minds like those of Mr. Drinkwater and Mr. Binyon to turn abruptly from their books and their contemplations and sing of war, the sternest of all activities.

BOOKS RECEIVED.

The White Peacock, by D. H. Lawrence. (Duckworth, 6s.)
Men, Women and War, by Will Irwin. (Constable, 3s. 6d. net.)
War Time Verses, by Sir Owen Seaman. (Constable, 1s. net.)
Evolution and the War, by P. Chalmers Mitchell. (Murray, 2s. 6d. net.)
Lord Roberts, by Mortimer Menpes. (Black, 2s. net.)
Lord Kitchener, by Mortimer Menpes. (Black, 2s. net.)
Adventures in Africa, by J. B. Thornhill. (Black, 10s. 6d. net.)
Brazil in 1913, by J. C. Oakenfull. (Butter and Farmer, 7s. 6d. net.)
The Ink-Slinger, by Rita. (S. Paul and Co., 6s.)
The Blue Taxi, by A. Wilson Barrett. (Ward, Lock and Co., 6s.)
Jaunty in Charge, by Mrs. George Wemyss. (Constable, 6s.)
Plain Jill, by Mary L. Pendered. (Chapman and Hall, 6s.)
The Agony of Belgium, by Frank Fox. (Hutchinson, 6s. net.)
America and the Britons, by Frederick C. de Lulichrast. (Duckworth, 7s. 6d. net.)
My Villa Garden, by S. Graveson. (Headley, 2s. 6d. net.)
More Kindred of the Wild, by Charles G. D. Roberts. (Ward, Lock, 2s. 6d. net.)
The World's Cotton Crops, by John A. Todd. (A. and C. Black, 10s. net.)
War Up to Date, by Charles E. Pearce. (S. Paul and Co., 1s. net.)
Sixty American Opinions. (Fisher Unwin, 1s. net.)
The Steppe and Other Stories, by Anton Tchekov; translated by A. L. Kaye. (Heinemann, 6s.)
The Diary of an English Resident in France During War-time, by Roland Strong. (Evelyn Nash, 6s. net.)

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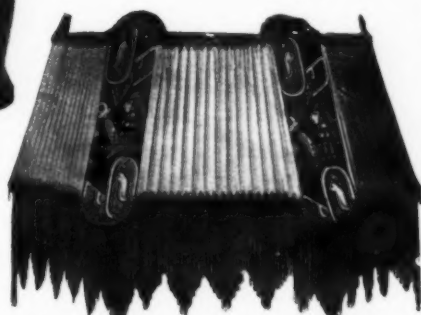
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VENICE IN DANGER.

TO the Englishman who loves historic beauty, the entry of Italy into the world conflict appeals with mixed feelings. Her march towards the realisation of national ideals may well be over the charred and broken monuments, of Venetian greatness. To the German there is a rich opportunity to blot out some of the supreme manifestations of Italian art of all ages. The newspapers of the Fatherland already make gleeful prophecy. The culture of the Renaissance is to be destroyed by the barbarians of the North just as the old civilisation of the Roman Empire was destroyed by their ancestral Huns and Vandals.

By a hideous irony the pleasure city of the lagoons, the playground of the art lovers of all continents, is also a hive of munition makers. The railway from the mainland runs into Venice on the west, but the docks near by are more for commercial than war vessels. The danger point is the great arsenal and naval dockyard on the eastern tongue of the island. Even were the attacking Germans and Austrians to be filled with desire not to damage the monuments of Venice, long distance shell fire directed on the arsenal from Dreadnoughts lying out in the Adriatic could hardly be restricted to the military and naval works. Even if we assume that the Austrian Navy will continue to skulk at Pola and Cattaro and fear to venture out to do battle with the Italian Navy, the risk to Venice remains. The first sign of actual warfare was an air attack, and we know from English experience that bombs fall very wide of their military mark. The Piazza of St. Mark is only a few hundred yards from the Arsenal. We may be sure that the Italian Government has transferred all movable works of art to a safe place, but none can hide the towers and domes and roofs of Venice. Sta. Maria della Salute, the Palace of the Doges, the bridges, the private palaces, St. Mark's itself—what marks for the nimble Taube!

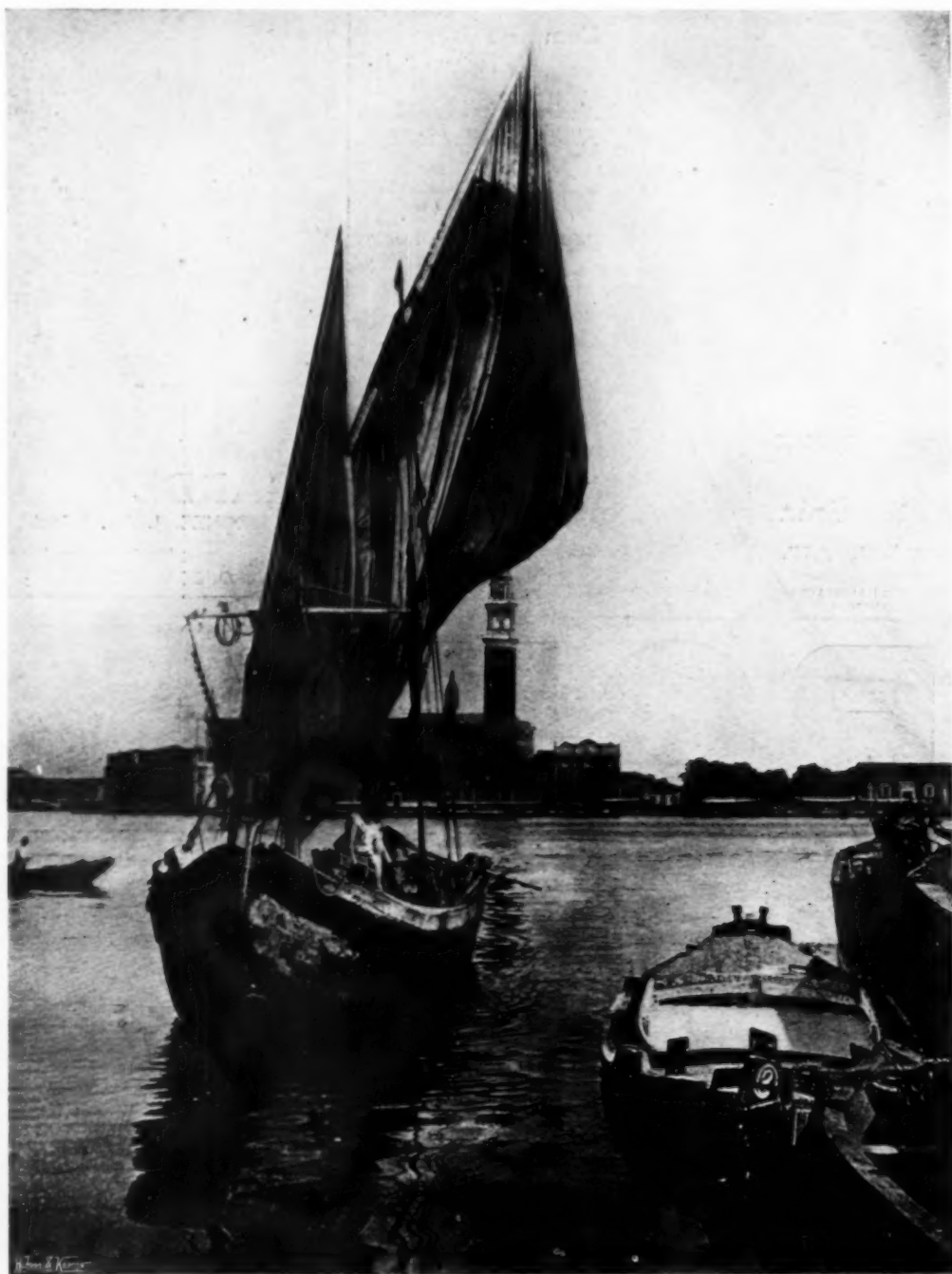
The Bronze Horses have looked on many conflicts. They may have adorned the triumphal arch of Nero and perhaps that of Trajan. Constantine sent them to Constantinople. Thence they were brought back to Italian soil by

"blind old Dandolo,
Byzantium's octogenarian chieftain,"

and set up in Venice as the spoils of war. They saw Napoleon conquer the Adriatic, and went in his triumph to

Paris, to return to their home after Waterloo. Now they will see warfare, stranger and more implacable than ever before.

The danger of Venice should open our eyes to our own perils. Have all possible precautions been taken to protect the art treasures of London? The detailed official advices as to what we shall do when the Zeppelin raid takes place show that the authorities no longer regard the bombing of London as a vague risk but as an immediate danger. Why does the National Gallery remain open? Is it not time that



J. Shaw

ST. MARK'S AND A "BRAGOZZO."

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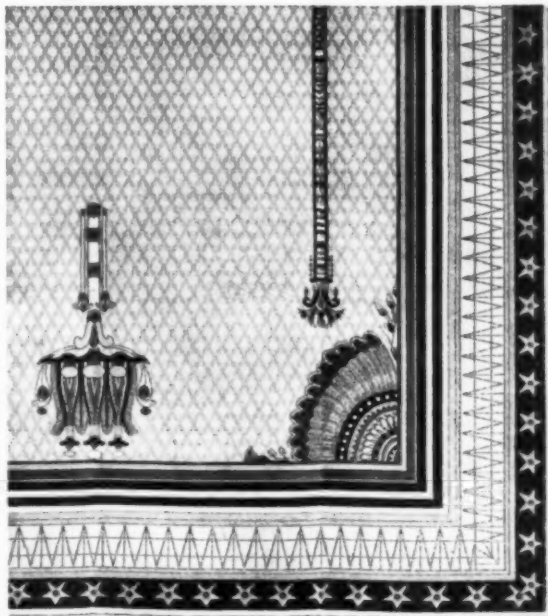
its priceless canvases and its glowing triptychs shall be buried, if need be fathoms deep, beneath impenetrable defences of sandbags, etc? Is the roof of the British Museum impregnable against high explosives and incendiary bombs? We cannot protect the Abbey or the dome of St. Paul's save by our own aircraft and by guns; but with movables it is otherwise, and to leave them at risk is an insensate folly.

"Business as usual" is growing to be a discredited boast—"picture galleries as usual" has even less to commend it. It has never been imputed to Nero for wisdom that he fiddled while Rome burned. Shall we have a better defence if we wake up one morning to read of frizzled canvases and

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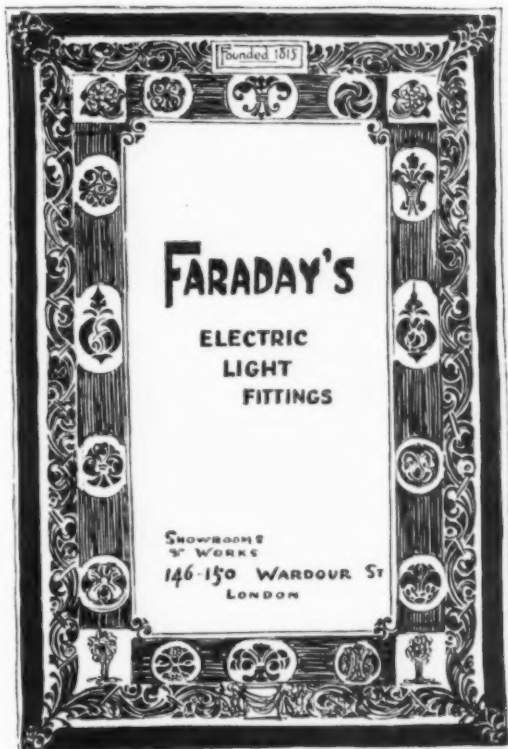


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J. Skew.

THE BRONZE HORSES OF ST. MARK'S.

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little heaps of ashes which were once panels painted by Italian masters? It is said that when the Elgin Marbles were being moved to England and the sailors handled the cases with little care they were bidden to be more careful.

"If," said the Admiral, "any of those things get broken, you will have to replace them!"

We can scarcely rely on the Royal Academy to replace Titian. The peril of Venice is in some sort our own.

DESIGN IN BRITISH INDUSTRIES.

BY SIR ROBERT LORIMER.


A COUPLE of months ago a small exhibition of loan work of German and Austrian origin was held at the Goldsmiths' Hall. The purpose of the exhibition was to draw the attention of British manufacturers to the immense strides these two countries had made within the last four or five years in vitality and freshness of design as applied to industrial purposes, *i.e.*, design that is applied to commercial articles turned out in thousands by modern machinery. This exhibition, and the British Industries Fair which has just closed, were promoted by the Commercial Intelligence Branch of the Board of Trade. That the Fair is considered by the traders to have been a success is proved by the memorial that the exhibitors have presented to the Board of Trade praying that it may become an annual institution.

There was also held last week the inaugural meeting, presided over by Lord Aberconway, of the Design and Industries Association, the excellent aims of which are to secure a close co-operation between manufacturer, designer and distributor. The Association thus sets out its creed: "By encouraging a more vital interest in design in its widest sense it seeks to augment that technical excellence which is a characteristic of British products, believing that thereby the demand for these in the world market will be largely increased. Sound design is not only an essential to technical excellence of the highest order, but, furthermore, it tends towards economy of production; the first necessity of sound design is fitness for use. Modern industrial methods, and the great possibilities inherent in the machine, demand the best artistic no less than the best mechanical and scientific abilities. Every manufacturer owes a duty to his trade:

to improve the quality of the work under his control. Every worker owes a duty to his craft: to improve the quality of his own workmanship."

A walk round the British Industries Fair certainly proved the rightness of the aims of the Association, and emphasised the crying need for a closer understanding between designer and manufacturer. The British Arts and Crafts movement has had little effect on the general level of design of ordinary commercial goods. What has that movement achieved in this country during the last thirty years? Its main result has been to stimulate a comparatively small group of men and women to produce "applied art"—stained glass, furniture, silver work, shagreen, bookbinding, needlework—practically everything for the garnishing of the house beautiful. This work has justified itself, and answers the greatest test of all—that it can live in the same room with the finest of work produced in the old unhurrying days. But at this point, as far as Great Britain is concerned, the movement has stuck. The very result that the leaders of the movement hoped to reach in this country has been achieved not here but in Germany. Our ideas have been taken, and with Government encouragement and great expenditure of money, both in education and commercial organisation, the Germans have made enormous strides within the last few years.

This is how it came about. Some twelve or fifteen years ago a certain architect was attached to the German Embassy in London. He showed the greatest interest and keenness in the British Arts and Crafts Movement. He travelled all over the country, interviewed everyone, got the loan of designs and of photographs of work and every kind of



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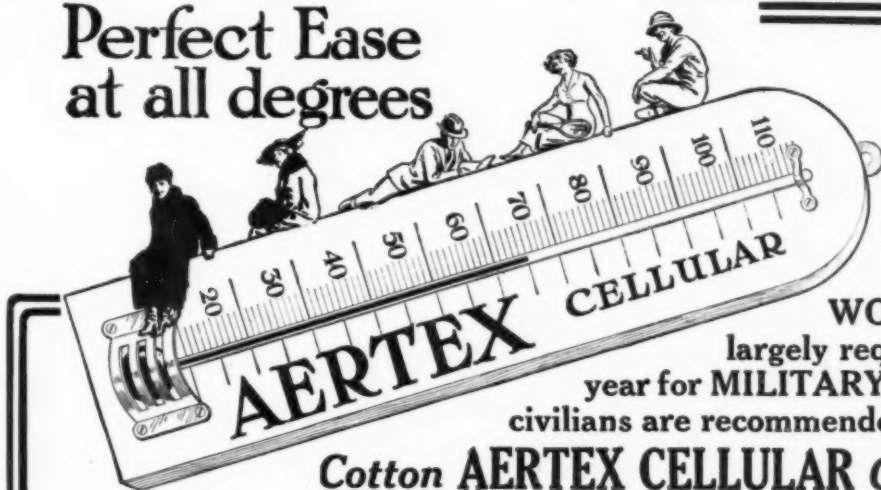
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information he could lay his hands on. This material was published in foreign journals, and every help and encouragement was given to the teaching of design for technical purposes. The immediate result was that a great amount of "New Art" design was produced, worse than anything of the same kind produced here. But—and this is the remarkable and interesting point—a few years before the war, the Germans had worked through this phase, and arrived at the production of simple straightforward designs. They were severely appropriate to the materials used and the purpose the articles were to serve, but none the less showed real touches of gaiety and freshness.

During a fortnight's visit to Berlin, eighteen months ago, I was amazed with the progress that had been made, and also saw how our own movement had set the tune.

Where much work is produced, a large proportion of it must apparently always be commonplace, but the point for us is that the German designs for commercial buildings, and the ordinary run of wares exposed for sale in these buildings, are far more alive and on infinitely sounder artistic lines than either the architecture or the contents of similar buildings in this country.

Take, for example, Wertheim's gigantic stores—the Harrods of Berlin. The problem of the design of the modern shop front—the greatest expanse of glass and the minimum amount of wall—has been squarely tackled in a logical way that we have hardly begun to attempt. Then the designs of the wares, of the ordinary things that are turned out by the gross, showed by their simplicity and rightness for their purpose that the designer and manufacturer had been pulling together. In looking at the patterns, it is evident that the designer could never have thought of them if he had not been in intimate touch with the machine that was going to produce them. The possibilities and limitations of the machine had been welcomed instead of being regarded as a hindrance—as they are apt to be by the amateur designer.

The Design and Industries Association, whose headquarters is 6, Queen Square, Bloomsbury, hopes to achieve the same results in Great Britain by a varied propaganda:

(1) By holding exhibitions of the best current examples of commercial products demonstrating the foregoing point of view.

(2) By publishing literature illustrating the objects of the Association, and by educational work in the Press.

(3) By forming trade groups of manufacturers, designers and distributors, to further the aims of the Association by means of their special knowledge.

(4) By enlisting the sympathies and support of schools of art and technical institutes throughout the country, and assisting them to a closer relationship with the actualities of commercial design.

But the public must also help by refusing to buy domestic articles which they see to be ugly, and by demanding that the common objects of the home shall be right and pleasant in their artistic simplicity as well as useful for their purpose.

A FOOTNOTE.

By F. Morley Fletcher.

Artistic merit at the Industries Fair was surprisingly evident most where it had apparently been least striven after. If an exhibit of cutlery delighted one with unusual shapeliness of form and aptness of design, it proved on enquiry to be a "special line" for some distant Asiatic or South American market, or for a branch of our Naval Service. Where art or decoration was consciously aimed at, what torment and destruction fell upon that beauty which is in most of our sound British craftsmanship, so long as it remains unconscious and oblivious of Art! In the knives made for export to Bolivia or to obscure parts of India there was true and satisfying design, as also in knives and tools of splendid shape for many trades. They had some of the obvious grace of a weapon of war. Here and there some printers' work showed fine accomplishment in the use of machinery, but real decorative beauty was rarely achieved by that fine economy, both of design and machine craft, which compels more than any insistence on super-added decoration. Is it too much to hope that the British manufacturer will one day realise that beauty is not something to be added after the thing is made, nor to be gained by the addition of so-called decoration? Can we hope to persuade our artist-designers also that the need for the study of machine craft is no less honourable and necessary than their recent devotion to the revival of the handicrafts? Is not the machine only man's newer instrument of Art, and no less subject to his purposes than the chisel or the pencil in his hand? Within its own scope it is capable of perfectly artistic work. The lack is in our machine-craft, not in the power or capacity of the machine.

AGRICULTURAL NOTES.

THE AGRICULTURAL OUTLOOK.

WE have before us the latest Report issued by the Board of Agriculture, and it is optimistic in tone. At the beginning of May crops everywhere looked well, although it was said "warm rains are now wanted to bring them on." Except for one or two local thunder showers, these rains have not come, and growth is consequently very much retarded. Seeds and pastures are much behindhand, thanks, we think, to the strong northerly and easterly winds that have been blowing so consistently for the last few weeks. In the Eastern Counties the root crops grown for seed are described as unpromising, owing to the dryness of last summer. Of the orchards it is reported that "fruit trees are backward, but there is plenty of blossom, particularly on stone fruit. Some apprehension is expressed that the night frosts towards the end of April may have caused damage, but hardly any is actually reported." As far as our experience goes, what is said here about stone fruit applies equally well to pears and apples, the blossom on which, though late, is very abundant. In regard to labour, the reporter of the Board summarises the news from various districts in the following paragraph: "Labour is everywhere scarce, but the apprehensions expressed before the heavy spring work commenced have not been realised to so great an extent as was feared, partly owing to the fine weather having enabled continuous progress to be made, while in some cases mention is made of the assistance given by women. In a few districts the scarcity has been serious enough to interfere with field work." If we look into the reports from particular counties, the interesting items are that in the North of England the pastures are very poor and stock requires more hand feeding than usual. In the Midlands, Shropshire and Staffordshire, "the supply of labour is very deficient, and farmers are finding it difficult to keep the work up to date. Casual labour is difficult to obtain in spite of increased wages." In the great corn-growing counties of Lincoln and Norfolk it is reported that "the cold east winds of April have checked growth, and wheat is generally backward, but it is healthy, except on cold and wet land, where it is a bad colour. In Lincolnshire there is generally a good plant, but in Norfolk the crop is often thin. Other autumn-sown crops are looking well, on the whole. The sowing of spring

corn is finished in most districts and the crops have been sown under favourable conditions; barley and oats have germinated well, but rains would now prove beneficial. Peas have not done so well, on the whole, but they are fairly promising." From Worcester the fruit reports are to the effect that "prospects for all kinds of fruit are very good, and there has been little damage. The plum blossom, though rather late, is abundant, and in the absence of May frosts crops should be heavy." In Kent, we are told, the prospects are good, blossom being plentiful and damage by frost small.

KEEPING DRAUGHT CIDER.

One of the most frequent questions made to those connected with cider making by city customers is: "What can I do to prevent the cask of cider from turning acid when it begins to get low? How can I keep it sweet? It is a sort of compound question, but for all that a very important one. It is well known that good cider, so long as the cask is staunch or air-tight, will keep in fine condition; but after several gallons have been drawn the quality of the cider deteriorates and the last gallon or two becomes undrinkable. Careful investigation showed that the cider when drawn left a portion of the staves of the barrel without moisture, and as these dried out it allowed the air to find its way between the staves to fill up the vacuum caused by the withdrawal of the cider, and this air soon caused the cider to develop an acetous fermentation. It has fallen to the credit of the National Fruit and Cider Institute at Long Ashton to evolve a most simple and inexpensive process for dealing with this trouble. All that is required is a short length of rubber gas tubing, a small glass tube and a syphon of soda water. A hole is bored in the bung of the cider cask after it has been tapped. In this hole the glass tube is firmly pressed, and over the free end the rubber gas tubing is drawn; all that remains is to invert the soda syphon and secure it in this position. Now place the other end of the rubber tubing over the spout of the syphon and the apparatus is complete. When cider is drawn it is only remains to raise the lever of the syphon and the carbonic acid gas passes direct into the cask to replace the cider drawn and keep out the air. It is well known that carbonic acid gas is a fine preservative for cider, and this simple and efficient method for obtaining it will be welcomed.

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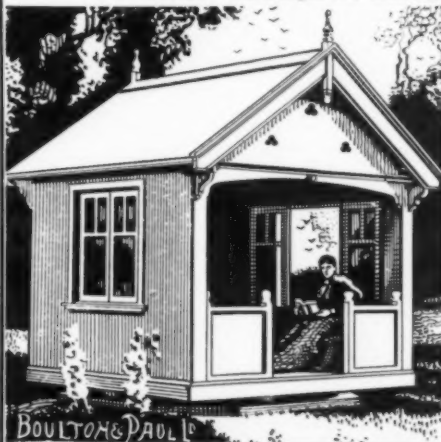
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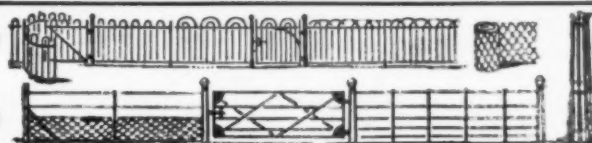
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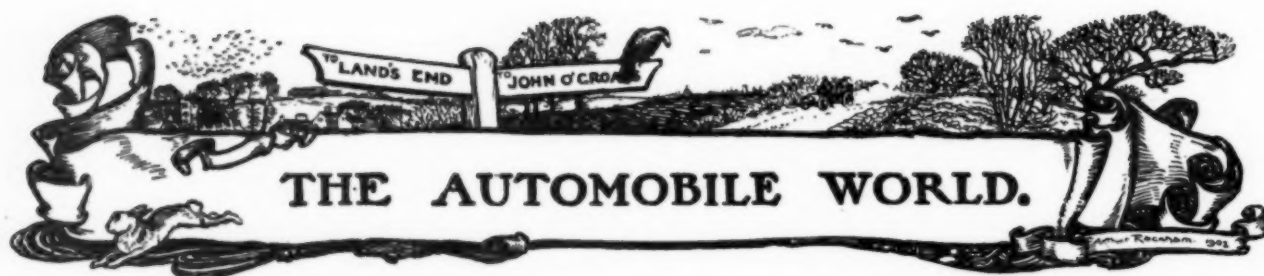


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THE DANGERS OF THE STREETS.

WE have referred more than once to the connection which, in our opinion, and despite the statements issued by Scotland Yard a few months ago, undoubtedly exists between the lighting restrictions prevalent in London and other cities and the number of street accidents in which motor vehicles are concerned. Firms which deal largely with the maintenance and repair of private cars report that the number of small accidents involving bent mudguards and the like, directly traceable to attempts to drive in the dark, have during the past winter been abnormally high. Many motorists have refrained, so far as possible, from driving after lighting-up time, so that this increase in accidents coincides with a material decrease in the number of vehicles upon the road. The actual bulk of London traffic in the daytime does not appear to have been materially affected by the war. In fact, a recent census in one of the principal thoroughfares shows a considerable increase in the number of private cars observed as compared with figures obtained in the same period of last year, though the volume of motor 'bus traffic has, of course, diminished. In asserting that the night traffic is much reduced, one has to depend entirely upon observation, but the decrease of congestion is so considerable as to make this a sufficiently reliable guide.

As to the connection between the darkening of the streets and the number of the serious accidents, we now have the valuable testimony of Dr. F. J. Waldo, Coroner for the City of London and the Borough of Southwark. Of forty-six fatal traffic accidents which occurred during the year 1914 within the area with which Dr. Waldo is concerned, no fewer than twenty-one took place during the last three months of the year. The figures for these months may be fairly compared with those for the first three months, when the period of daylight was about the same. We find that from January to March, 1914, there were seven fatal accidents, of which four occurred before lighting-up time. Of the twenty-one accidents in the last quarter, the same number occurred during the day, while seventeen took place after dark. This evidence alone might well be regarded as conclusive, but it is clearly corroborated by the more general statistics referring to the whole Metropolitan Police Area, and not to the City of London alone. The number of fatal traffic accidents in the whole district during the last three months of 1914 exceeded, by no less than 78, the figure for the corresponding months of 1913, and was just about double the figure for the first three months of 1914. A comparison of the actual figures, namely, 117 and 236, in equal periods, during which the hours of daylight were approximately equal, shows that the conclusions based on what has occurred in the City of London may be applied with equal truth to the whole of the London area.

Dr. Waldo points out very rightly that during the first three months of the war the number of street accidents in certain

it must inevitably have happened that an unusual number of comparative beginners, or of drivers more or less unfamiliar with dense traffic work, gravitated to the principal centres of population. Even these influences, however, are not sufficient in themselves to account for the grave increase in the number of fatalities.

We are not endeavouring to argue that the lighting restrictions ought to be removed or diminished. A decision on this



INTERIOR OF THE WOLSELEY LIMOUSINE.

point cannot possibly be reached without a very full knowledge of the whole scheme for the defence of London and other great cities against aerial attacks. Our point is only to urge that, when these restrictions come up for consideration, all the facts shall be fully recognised. When one is endeavouring to deal with a specific danger there is always a tendency to take full measures for its removal without due consideration as to whether those measures may not bring into existence dangers even more serious in the aggregate than those with which we are trying to cope.

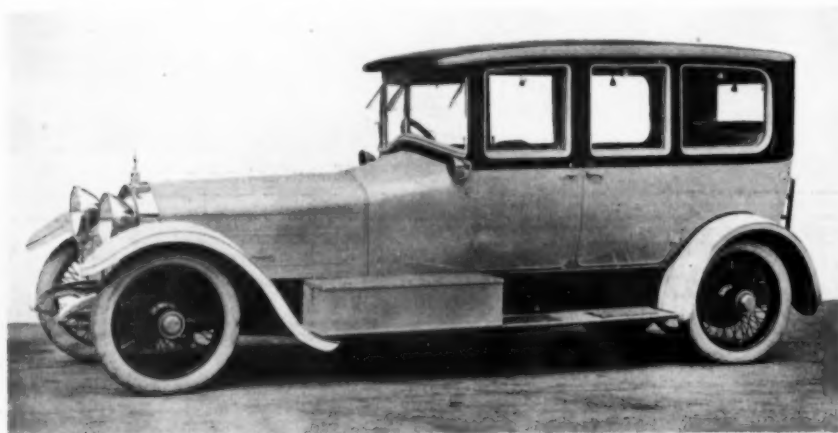
ON SCHOOLS OF MOTORING.

ADMITTING a few perfectly legitimate exceptions, we assume that our readers are generally in agreement with us that no motor car owner who is truly patriotic can at the moment retain in his employment a paid driver of military age and sound physical condition. The exceptions may include a certain number of officers engaged on special duties; some car owners who, owing to age or ill-health, cannot possibly handle their own machines, but whose work at the present time is largely dependent on the use of the car; and a few ladies whose position is somewhat similar.

The supply of qualified professional drivers who for one reason or another cannot possibly serve their country is quite adequate to fill the real demand. The rest of us have to face the obvious duty of either laying our cars aside or handling them ourselves. If the latter alternative is chosen, there is a great deal to be said in favour of undergoing a course of instruction at a school of motoring, provided that the right type of institution is selected. The safest guide in this respect is to be found in the list of schools recognised by the Royal Automobile Club. No school is included in this list that has not been

thoroughly inspected by one of the Club's engineers. Moreover, the certificates granted do not hold good for an indefinite period, but have to be renewed each year, which affords a guarantee that the standard of efficiency is not allowed to drop.

In selecting a school at which to take lessons in motor driving or motor mechanics, it is a good plan, if possible, when



A 24-30 H.P. WOLSELEY LIMOUSINE.

districts was increased owing to an abnormal consumption of intoxicating liquors, not by the drivers of vehicles, but by the general public. This factor must, of course, be recognised, as it probably continued to influence the figures for later months. Another point is that, while thousands of skilled drivers have been leaving their regular employment for Government service,



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visiting the establishments under consideration, to go in the company of a friend who is an engineer or a really skilled motorist. It is always possible to fit up rooms for demonstration and instruction which to the amateur may appear really well equipped, but to the man who knows reveal obvious faults, and possibly a total lack of utility.

As regards driving lessons, other things being equal in all respects, it is rather better not to restrict oneself to one make of car. It is clearly unwise to take lessons on a practically new car which is one's own property. The fee paid to a school is not merely for the instruction given, but is also intended to cover the depreciation which is the inevitable result of a beginner practising in the management of any mechanism.

Unless it can be fairly assumed that the learner will never want to handle any but an old car, and will never become the owner of a car of some other make, the school which operates with modern cars embodying features representative of current practice is evidently at an advantage over less well equipped concerns.

To take an extreme instance, it is not much good for the owner of a modern car with, say, four speeds operated on the gate change principle, and an engine capable of developing about 30 h.p., to take a series of lessons on an old rattle-trap of about 6 or 8 h.p., and with the change speed lever working in a quadrant. Any such course would leave him blissfully ignorant of the proper manipulation of his clutch when changing gear. Moreover, unless a car is at least a fairly good one, it is next to impossible for the learner to satisfy himself as to whether the jolts and jars which follow his efforts are due to his own fault or to that of the car. Particularly for traffic driving, in the case of those who are a little bit nervous as to their own capabilities, an instruction car with duplicate control is to be recommended. In a vehicle so fitted, the instructor has the power of rectifying promptly any error made by the learner, who thus gradually gains confidence as he finds that his own efforts suffice without any interference from his teacher.

It is a moot point whether driving is best learnt in a big centre like London, or in some town of moderate size. From the point of view of motoring in traffic, London experience is unequalled. For ordinary touring purposes, including the safe negotiations of steep gradients, rough roads and narrow lanes in which the view is restricted by high hedges, driving in traffic is not sufficient training. Similarly, the converse holds good. The main point, however, is to gain that confidence which follows upon a feeling that one has full control of the vehicle under one's charge. Once this confidence comes, the rest is comparatively easy. There is, however, in some cases a stage during which the learner feels quite sure of himself, but exhibits a tendency toward recklessness which may very well lead to an accident. The capable instructor will see to it that each new step is only taken at the right time, until finally the beginner is completely competent under all conditions.

To be able to drive a car does not in itself constitute a complete knowledge of how to handle it with the greatest economy. There are some drivers who steer admirably, and who have that faculty for acting promptly and correctly in emergency which is so important in avoiding accidents, but who, nevertheless, will ruin a good car in a very short time. Others have that quality of sympathy which ensures, almost instinctively, full consideration for every part of the car itself, as well as for the nerves of its passengers. More often than not, this sympathy is the result of knowledge, not merely of how to guide a car, but of what the car really is. To gain this knowledge, the quickest method is to go through a course of training in motor mechanics under instructors who know their business and have the faculty of communicating their knowledge. Many skilled motorists make very bad instructors, and if a school is to do its work really well, it must select its men with the greatest care, and employ only those who have a natural aptitude for teaching. This means

paying good wages to keep good men, and is an argument against those which profess to do a great deal for a trifling fee.

Some of our readers may conceivably hold the opinion that, their lack of a chauffeur being a merely temporary state of affairs, it is hardly worth while for them to go to the trouble of acquiring knowledge which will not be of lasting use to them. This point of view is faulty inasmuch as only the practical motorist is qualified to select a good man and to estimate applicants at their true value. Not only does he know that he is being properly driven from the point of view of safety, but that his car is being so treated as to prolong its natural life. Moreover, when repair bills come in, the practical man can tell whether the prices charged are reasonable or extortionate. From this point of view alone, even if he had no intention of driving himself, it would be to the advantage of every car owner to become trained as a driver, and also to undergo a reasonably comprehensive course in motor mechanics. At the same time, we must recognise that there are some men so inherently unmechanical as to make anything in the nature of this latter course an absolutely repugnant idea. These can at least learn to drive their cars if not to look after them, and the only time they will suffer from the knowledge is when they have the misfortune to sit beside a thoroughly incompetent driver and realise the full enormity of the way in which he is handling the car.

ITEMS.

THE Cunard body shown in the photograph reproduced herewith is worthy of special note. It is painted in dark royal blue and black, and the interior fittings are of a most luxurious nature, these points having received a great deal of attention. It will be noticed that the driving seat is enclosed, the V-shaped

front giving good visual range. The front part of the roof is of domed aluminium, and the graceful, pleasing lines of the whole carriage-work will be apparent to all.

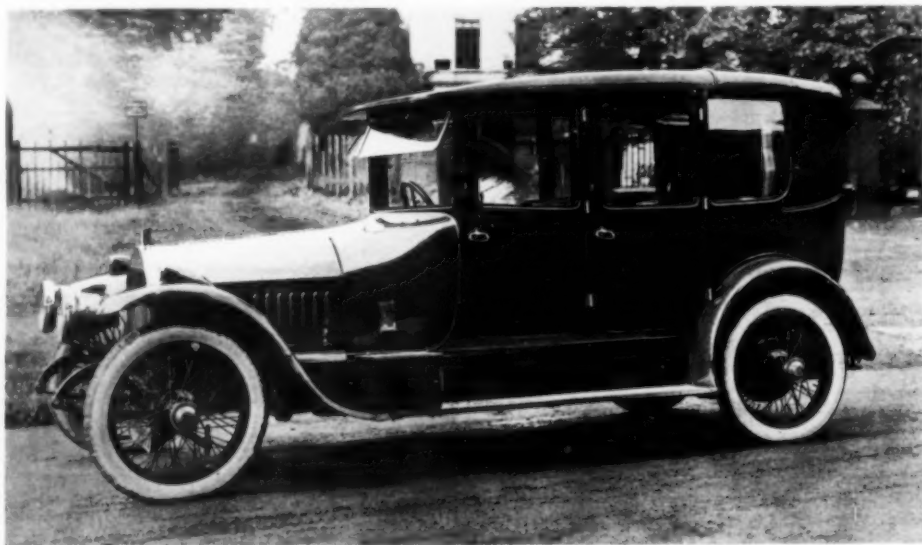
The Dunlop Rubber Company, Limited, asks us to give publicity to the fact that the statement which has appeared in certain journals to the effect that the prices of Dunlop tires are increased 10 per cent. is absolutely erroneous.

It is in the prices of motor and cycle sundries only that the company has been obliged to make the increase.

The Rover Company inform us that they are so busy on Government work that they have had considerably to curtail their output of 12 h.p. Rovers for the present. This must necessarily result in some delay in deliveries to private customers.

The output of Overland cars during the month of March was the largest in the history of the firm, no fewer than 7,005 complete cars having been delivered from the works. Efforts are being made to increase still further the production for May, and it is hoped that by early June the new extensions to the factory will be in full operation. During next year it is anticipated that the output will reach 600 cars a day.

If not quite so important as shells, motor vehicles are of great military value, and a recent instance of some speedy work accomplished by workers in the motor body industry is of considerable interest at the present time. A 35 h.p. Vauxhall chassis was required to be fitted with a limousine body for the use of a general officer at very short notice; in fact, the time given to convert the bare chassis into a complete limousine was forty-eight hours. The Vauxhall Company, having no limousine body in hand, had to solve the problem of discovering a firm of coach builders able to supply and fit one within the prescribed time limit. Fortunately, Messrs. Barker and Co. (Coachbuilders), Limited, were found to have a limousine body which, although not built for the Vauxhall chassis, could be adapted. By dint of working continuously, this body was fitted, upholstered, painted, and the wings, running-board and valances fixed—in short, the complete transformation from chassis to carriage was effected—in forty-six hours, enabling the Vauxhall Company to give delivery to the War Office well up to time. This will certainly be considered a very smart piece of work.



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Fitted to 30-35 h.p. six-cylinder Napier Chassis.



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Readers contemplating taking a course of training are invited to call on or communicate with Mr. Bennett, who will also be happy to advise them on the purchase of new or second-hand cars, in which case *free* tuition is given on the same. Mr. Bennett is not connected in any way with any motor firm;—his opinion is therefore unbiased. 25, Thrale Road, Streatham, S.W. (Telephone No.: Streatham 156.)

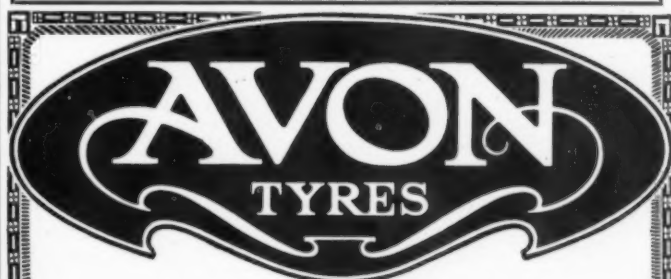
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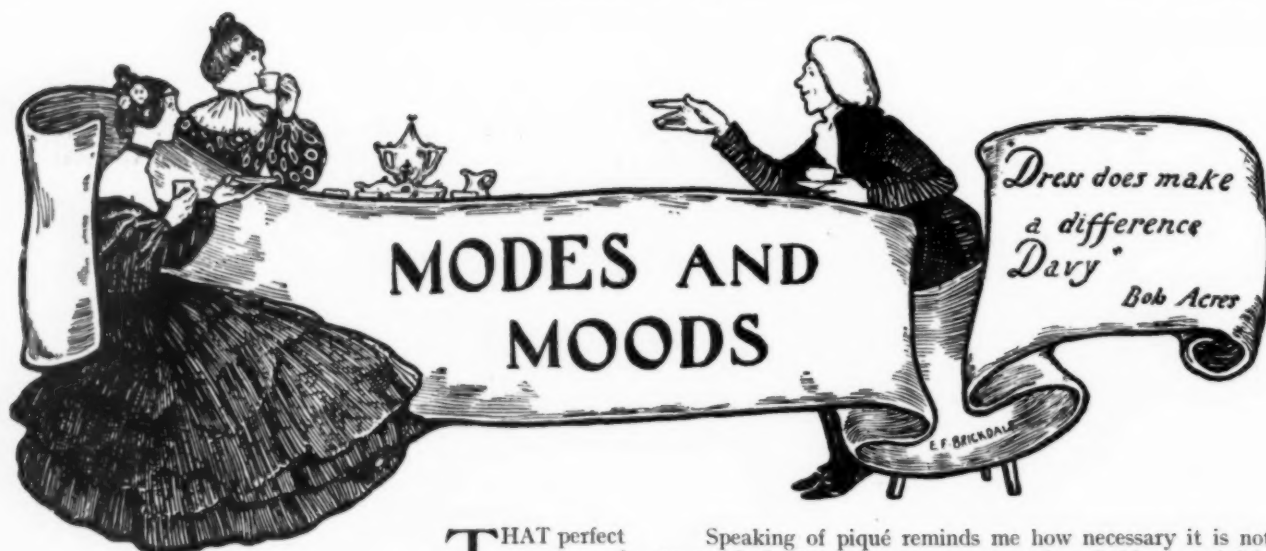
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the Chelsea Flower Show is liable to elate the steadiest brain and the least susceptible mind, while those of us who respond at once to colour influences return from the show frankly inebriated with joy.

This year the delicate nuances of the sweet pea were persuasively attractive, and suggested to my modistic trend of mind endless colour schemes for summer dresses. There was quickly visioned a high folded sash of sweet pea blues and pinks and mauves, with, perchance, a suspicion of the most delicate green, merely revealed at intervals when the top or the bottom of the belt turned over slightly and apparently inadvertently. This to accompany one of the dainty embroidered voiles.

A short while back I saw a lot of flounce-width heavily embroidered white voile, finished with a deep vandyke border, marked down remarkably cheap at one of our leading emporiums. And as our world is, after all, very small, perchance some of the readers of "Modes and Moods" may have availed themselves of this bargain opportunity. Both the double tier and flounced skirt, either of which would serve for the embroidered voile, are romping to the front under the influence of advancing summer days. And the feeling grows stronger every day in favour of white or quite sombre colours. Mole, provided it is becoming to the wearer, represents a happy and approved choice. But certain tones of this nuance take all the colour out of some complexions, and mole must therefore be selected with care. The lighter shades are the safest, but are not at the same time quite so *chic* as the deeper ones, these coming into direct rivalry with *tête de nègre* and finding, like the latter, their most eloquent expression in an alliance of chiffon and taffetas for afternoon frocks.

I was much impressed this week by a gown submitted to me carried out in *tête de nègre* chiffon taffetas and chiffon. For the skirt the taffetas was arranged in a series of graduated folds, practically box pleats, these divided by similar panels of the chiffon gathered several times at the waist. The latter, as will be readily understood, provided the requisite flow at the hem, the general effect being that of a radiating appearance from the waist. Then the bodice was the simplest cross-over affair of the taffetas, slightly blousé, the front scooped out nearly to the waist. This hiatus was filled in by a vest of delicately embroidered parchment coloured lawn, while the sleeves were of chiffon drawn into graceful cuffs of taffetas. I am afraid the description rather conveys the idea of a busy dress, whereas it was quite the contrary.

The short coat allied to the gay striped waistcoat is beginning to make itself thoroughly realised. To the plainest suits these vests give an air and a touch that arrest the eye. Although some are fitted with sleeves and so pose as blouses, the majority live literally up to their name of vests. Planned to accompany a coat and skirt of dark blue linen was a waistcoat of rose and white striped piqué that opened in front with large pointed revers of white piqué. The removable piqué inner fold, with high collar attached, forms an admirable component part of many a costume coat, and is infinitely preferable viewed from an economical standpoint to the permanently attached white or ivory faille facings, which on the face of things are wholly impossible. The only chance of such-like addenda is to cover them up with detachable washable lingerie fitments.

Speaking of piqué reminds me how necessary it is not to overlook the country or sports suits of this material in a soft finished quality. This tailors beautifully, and is the epitome of *chic* in its own particular way, made with a coat on quasi-Norfolk lines, belted, of course, and a plain circular skirt, arranged with seams, to prevent the otherwise inevitable stretching when submitted to the laundering process.

It is remarkable, though, how, with care and in the country, a white suit will last clean. It is, in fact, almost as serviceable as the favourite delicate putty cloths, and much more easily and economically returned to its pristine freshness. I think myself a considerable amount of attention should be accorded the possibilities of the washing coat and skirt this year. Of the skirt it is scarcely necessary to speak further, but coats offer a vista of possibilities. There is the bolero, rather loosely fitting, and the model with short, very sacque back and bolero fronts, and the short sacque all round. There is nothing in any one of these models to discount the value of cleaning operations or augment the difficulties of that inevitable process; in fact, whether by intent or mere chance, everything plays into the hands of economical expenditure, a condition we are one and all perforce compelled to recognise in varying degree.

Even weddings—"war weddings," as they are pathetically described—are arranged on the simplest, quietest lines. The white wedding gown, however, still obtains, and for this we may send up a pæan of thankfulness. Nor have I noticed any marked inclination on this side the water to adopt the short, full skirt for the ceremony, when the traditional white wedding toilette is adopted. There is a lack of dignity—at the moment, too, when that effect is most needed and impressive—in a curtailed wedding "jupe." However, the chances are that in the future this fashion will obtain in wedding attire as elsewhere.

Quite the daintiest fancy in this connection to cross my path of vision is a veil of tulle that just barely covers the waist in front, but at the back resolves into a long train, differing little in character from the familiar transparent appendage, save that it falls direct from the head instead of shoulders or waist. A case in point presented an entirely original aspect, the gown being carried out on Renaissance lines in soft satin and delicate pearl embroideries, the veiling of white tulle sweeping the ground, the lower part lined with the faintest pink tulle, while the actual hem had all the fulness drawn to a narrow, square end by a trail of orange blossom and foliage.

The wedding veil of late years has come in for a considerable amount of attention, and many charming innovations have consequently resulted. But everything points now to this adjunct assuming an integral part of the wedding scheme, and a position never before attained, although, for sentiment's sake, one hopes the exquisite heirloom lace veil will never be overlooked, the most successful disposal of this being a coronal of orange blossoms, the face left uncovered. Still, for a youthful bride there is something more sympathetic in a delicate tulle veil, worn over the face and reaching at least to the waist. The chin-length bridal veil inaugurated by one Parisian couturière has little to be said in its favour. It is not in the least piquant, and its appearance is so startling as to detract altogether from the elegance of the flowing sides and back. Taking the veil, though, in its every aspect, its services may be securely relied upon to impart the one requisite touch needful to the simplest wedding gown.

L. M. M.



FROCKS FROM WHITELEY'S.

AT WHITELEY'S,
QUEEN'S ROAD,
BAYSWATER, W.

Dainty inexpensive "tub" frocks are a noted feature at Whiteley's this season, offered in response to a very natural demand. The example shown at the top left hand corner is a simple but most attractive scheme effected of cotton crêpe, in white and a long range of colours, at the one price of 12s. 11d. This would serve admirably for morning wear in town or country.

The other gown illustrated is of white cotton voile of rather more dressy character. This is trimmed with bands of black and white striped voile, the one on the bodice deftly adjusted to suggest a Zouave *mouvement*. The frill to sleeves and particularly effective collar are also of the stripe, the gown complete, ready to be stepped into, costing only 25s. 9d.

An attractive little shirt, likewise sketched at Whiteley's, is of handkerchief lawn, groups of fine tucks ornamenting either shoulder and the front, the latter being furthermore adorned with wee lawn-covered buttons. The bagatelle price of this very pretty design is 5s. 11d.



WRAPS BY PETER ROBINSON, OXFORD STREET.

PETER ROBINSON
OXFORD
STREET, W.

Worn by the right hand figure is an elegance of black charmeuse enhanced by a particularly handsome and original braid lace, worked to form long points from a plain ceinture, each finished with a beautiful silk tassel. More of this lace is seen on the cope-like collar, the which, however, is left perfectly plain in the centre.

Silk and velvet is the selected alliance for the companion wrap, the latter chiefly requisitioned in the cause of tiny upright box-pleat frills, employed as a finish to wide hems of piped silk; though it becomes more assertive in the deep folded belt, concluding in a bow, and is once again picked up in velvet-covered buttons.

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terminating either side a wide front panel, which at the back resolves into a rather deep, shapely yoke. A somewhat close semi-fit characterises the coat, a cut, despite the simplicity, that exacts skill and dexterity. The best results never fail of a quiet, impressive *chic*, a certain mannish suggestion that is tempered by the long narrow revers and turn-back pointed cuffs.

SUMMER FURNISHING STUFFS.

To revert to the subject of colour schemes, with which we began this week's discourse, what an enormous improvement

has been seen in this respect during the last few seasons in furnishing fabrics. Looking at some cretonnes at Hampton's the other day, there were several—notably one called the "Rambler"—with just that delicate blending of natural flower tints that suggests coolness in the sunniest room. Then there was a glazed chintz—of all materials the cleanest and most satisfactory for hot weather—wherein a quaint old needlework floral design in dainty pinks and buffs and shaded greens strayed broadcast over a ground of the faintest beige. This, by the way, in a variety of grounds, costs less than a shilling a yard. There were some beautiful blues, too, most happily introduced in one instance in a fine printed taffeta as the ground for an eighteenth century scroll design framing old-world bouquets. Among bolder designs suitable for all the year round purposes, a specially pleasing specimen was the "Miranda," reproduced from an ancient Portuguese document and having a fascinating all-over pattern of formal birds and flowers on a black ground. For real hard wear it would be difficult to find anything more satisfactory than Hampton's "Sunland" fabrics, which are guaranteed to be unfadeable by sunlight or washing. These are obtainable in nearly a hundred patterns of several qualities, ranging in price from a few pence up to several shillings a yard. One thinks of "Sunland" fabrics more especially in connection with curtains, and Hampton's made curtains would provide material for a far longer discourse than space permits;



SUMMER TAILOR-MADES.

together by link buttons, a detachable white organdie collar concluding the scheme in the latest approved manner. The shady *chapeau* worn is of the new coarse Bugle straw, black, trimmed marron velvet ribbon and clusters of cherries and tiny apples.

For cool summer wear there is being advocated grey beige cloth, and as a relief to covert coating this exacts immediate attention. Grey beige, a useful medium shade, was in mind when the pleated skirt and coat was evolved. As a light yet firm material, it is eminently right for flat pressed pleats, these

for it brings under consideration a huge variety of materials, ranging from velvet to net, and much enlarged just now with the new season's designs; but, with regard to purchases by the piece, it should be borne in mind, now that labour of all kinds is so scarce, that it will be far less trouble to get Messrs. Hampton to make up one's material than to have it done at home. They specialise in loose covers and curtains, for which they guarantee a perfect fit, while their terms are most reasonable. Pattern books are sent on approval, post free, on application to the firm at Pall Mall East, London, S.W.

RACING NOTES.

NO one conversant with the subject, knowing the many ramifications of the vast business transacted in connection with racing and the breeding of bloodstock and realising the number of honest and deserving people entirely dependent upon this business for their livelihood, can fail to appreciate the very serious state of affairs which must inevitably follow upon the decision arrived at by the Government to stop racing. There is, however, reason to hope that the drastic terms in which the decision of the Government was conveyed by Mr. Runciman to the Stewards of the Jockey Club may undergo considerable modification; they have, indeed, already been so far modified that the Stewards of the Jockey Club have been able to issue a notice, "that the Government see no objection to extra race meetings being held at Newmarket so as to keep horses in training and facilitate the holding of the yearling sales usually held at Doncaster, and they have reason to hope that later in the season it may be possible to carry out a moderate programme of racing at Newbury, in the vicinity of which, it has been explained to the Government, so many horses are trained. It will be realised by all those conversant with the questions involved in the stoppage of racing how much these concessions will do to curtail the resulting unemployment and prevent the institution of Racing from becoming extinct."

From this it would appear, first, that the Government had not fully realised the vast interests at stake; and, secondly, that they are not unamenable to reason. Be this as it may, and come what may, this much is clear—that if, in the interests of the nation, the Government deems it necessary to make a special call upon that not inconsiderable section of the community which is either interested in racing and breeding or dependent upon one or other of those industries for a livelihood, that call will be answered—as it was by the Stewards of the Jockey Club—without hesitation, no matter what sacrifice it may entail. It may be added that the Stewards of the Jockey Club have behind them the whole-hearted loyalty of the entire racing community, in which bloodstock breeders are included.

The situation accepted, it remains to make the best of it, and, in the well considered words of Lord Derby, "to do all we can within the restricted limits laid down to keep racing alive." But what about breeders of bloodstock? What are they to do? I am alluding, of course, to public breeders, breeders, that is to say, who breed for sale, of whom many have the whole of their capital invested in this particular business. No one can, I think, forecast the future from a breeder's point of view. The value of bloodstock has depreciated very considerably in the ten months which have elapsed since war broke out; to what extent it will depreciate further no one knows. For my own part, I think that it will be a very long time before breeders can hope to realise such prices for their stock as those to which they have been accustomed in recent years; but I feel convinced that as soon as the war is over reasonably profitable prices will be readily forthcoming for well bred stock. This year's crop of yearlings will, it is all too probable, have to be disposed of at a loss—in many cases at very great loss—but, to my mind, the thing will be to dispose of them, not only in order to save the expense of keeping them on, but to get them into training so that they may serve as advertisement for next year's "crop."

We have, however, to bear in mind that if, as seems only too probable, yearlings are practically only saleable at a loss in December next, this will be the second bad season with which breeders have had to cope as best they may, and it is also to be considered that, instead of diminishing, their expenses have increased. Forage of all kinds has increased in price, labour is dearer and more difficult to obtain, and young stock must be well done. Then there are stud fees to be paid, in connection with which it may be noted that up to now there is hardly one owner of a fashionable and, therefore, expensive stallion who has shown any inclination whatever to assist breeders in any way. In regard to the question of stallion fees, it is evident that they will have to come down. From such breeders as booked nominations for a period of three years in advance stallion owners can exact their pound of flesh; but when their subscriptions have lapsed, they will, if I am not mistaken, be glad enough if they can get breeders to patronise their horses at a very much reduced fee. Talking over the outlook from a breeder's point of view, a friend suggested to me that now would be the time for bloodstock breeders to turn their attention to the production of stock suitable for either racing or general purposes, his

idea being that by careful selection from among the cheaper—the cheapest—sires, they might succeed in breeding strong, big-boned stock, saleable if the worst came to the worst at prices which would show some margin of profit.

On the face of it, that might appear to be a reasonable proposition, but I do not know that it would pan out well in practice. It would in time be possible, I think, to produce clean thoroughbred horses of great bone and power, animals readily saleable indeed, but not likely to arouse much competition for racing purposes. Be that as it may, supposing a breeder were to adopt the suggestion thrown out by my friend, he could not well set about it until next year, because pretty nearly every thoroughbred mare has been covered by now. He could not, then, commence operations until 1916; he would have to wait until 1917 for the arrival of a foal, until 1918 before he had a yearling to offer. Now, if that yearling, as the result of an attempt to breed extra big-boned stock, appeared to be too "coarse" for racing purposes, he would either have to sell it at a very low price indeed or keep it until it was at least three years old. That would bring him to 1920 before he could hope to sell it as a "general utility" animal. There is, moreover, the depreciation in the value of the mare to be considered. What I mean is this: So long as a thoroughbred mare is bred from with a view to producing racing stock, so long is there a distinct chance that she may become exceedingly valuable—so long is there the prospect that her produce may realise something better than merely "paying prices." Those chances would, I think, diminish considerably were she to be used for breeding stock which might race or might develop into "general utility" animals, and in that sense her value—her prospective value, if you like—would depreciate for reasons other than age.

As a matter of fact, the supply of thoroughbred blood is very limited—there is far less of it than many people think. The returns in the latest volume of the General Stud Book show that in Great Britain and Ireland there were, in 1912, 5,507 thoroughbred mares in all; from these, 3,056 foals were produced. That is to say that, roughly speaking, we may put it that about 3,000 thoroughbred mares breed annually in this country—a limited number, indeed, if one considers that they have to supply stock for home racing purposes, for exportation and for the general improvement of our breed of light horses. It is, moreover, to be noted that any prolonged cessation of racing will inevitably reduce the number of thoroughbred mares at our disposal, numbers of breeders of such will drop out of the business altogether, and as when repressive legislation put a stop to racing in America a few years ago, so here breeding establishments will be broken up and the bloodstock breeding industry of the country be brought to a standstill. It may be that to breeders of bloodstock the suggestion thrown out by my friend is not of practical value. None the less, it is valuable in another direction—might, indeed, be of national value, because many a person interested, or inclined to be interested, in breeding will now find opportunities for the purchase of thoroughbred mares at very moderate prices, and these mares would, if judiciously mated, no doubt in the aggregate play an important part in the production of high class "general utility" stock. In that sense, and with that object in view, it would be well if his suggestion were to be commended to the notice of farmers throughout the country, and, I think, to the Board of Agriculture and Fisheries.

TRENTON.

BROOD MARES FROM THE FRONT.

THE Board of Agriculture announces further sales of mares returned from the front. They have been specially selected for breeding purposes, and those who have seen the previous consignments need no assurance as to the skill and judgment which have been exercised to select good types. Readers of COUNTRY LIFE who wish to see them before they are sent to the different sales centres will be able to do so at the Cattle Testing Station, Pirbright, Surrey, by arrangement with the Inspector in charge. The seventy-eight mares will be sold on the following dates: Twelve on June 2nd at Carlisle, by Messrs. R. Harrison and Son; nine on June 4th at Exeter, by Messrs. J. A. Collings and Sons; twelve on June 4th at Chippenham, by Messrs. Tilley, Parry and Colverwell; nine on June 4th at Lichfield, by Messrs. Winterton and Sons; nine on June 5th at Shrewsbury, by Messrs. Hall, Wateridge and Owen; nine on June 5th at Norwich, by Messrs. Spelmans; nine on June 5th at Berwick-on-Tweed, by Mr. A. L. Miller; nine on June 8th at Haverfordwest, Pembroke, by Messrs. Evans and Reach.



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OTTER hunting is not a sport for everyone. In the early years of the last century people could see little pleasure in it. A writer in 1803 described the disposition of the otter hunter as "somniferous"—not a very apt description, since the sport is associated with early rising and hard walking. We should have supposed, on the contrary, that even in those days it was necessary to be wide awake when hunting the otter, for a writer of an earlier date describes all the otter hunters as being armed with spears. A number of excited men waving spears and making drives at so quick and elusive a beast as the otter must have added an element of danger and of excitement to the sport. The otter hunter of to-day would as soon think of taking a gun out as a spear. Tailing the otter is no longer customary. The late Mr. Geoffrey Hill discouraged it in the Hawkstone country many years ago. Here and there an official may tail an otter, but the ordinary member of the field should attempt no such feat. However, perhaps this is superfluous advice. It is not easy to tail an otter. I did once hear of a young lady who succeeded in doing it, but she wisely let go. A 27lb. otter is quite a formidable antagonist, "he bites severely, and does not readily quit his hold," writes the author quoted above, and in this his observation was more accurate than some of the natural history of the otter which is in circulation. The once famous "Otter John," so called from his skill in training otters to catch fish and bring them to his hand, believed firmly that the otter was nearly related to the beaver. Another writer says that the otter is "simply a gigantic water-rat."

But to return to the otter hunter, he or she (for ladies love the sport) must have great patience. Otter hunting is uncertain; the otter hunter must not only be prepared for blank days, but for sharp disappointments. Sometimes the hounds will open on a drag. First one, then another will speak, then deep-mouthed chorus grows and swells until, like a gigantic swarm of "pinchbucks," the pack goes humming and booming along, while the scent grows ever warmer. Then the music ceases suddenly, and the otter is not found after all. Probably the otter is on shore hiding in some thicket, and the eager crowd, hastening along the banks of the stream on either side, have pushed the hounds over the scent and trodden out and obliterated the traces of the otter on the spot where he left the stream. In any case, the scent is lost. Probably not another hound will speak that day. Then the true otter hunter plods on mile after mile, in hopes which are always deferred.

There may be the best possible news of an otter. Nay, you may yourself have seen traces not to be mistaken of his presence on a stream and yet he may not be found when hounds come to look for him. Otters on a stream soon exhaust its possibilities as a hunting ground for themselves and then they move on. One reason why our immediate ancestors did not care for otter hunting was that, though there were men who loved poetry and others who loved sport, these tastes were not so often united in the same individual as they are to-day. Whyte Melville, the Druid, and Surtees all had a certain imaginative and poetical power which gave zest to their sports, while the older sportsmen of the Squire Western type needed rapid movement and incident to stir them up. Nowadays education, if it has done nothing else, has given us that taste for landscape which makes up to us for the moments when the sport is not adding its stimulus to our enjoyment. No one can find time hang heavy when he is following the turns and surprises of the riverside, which, indeed, is itself an adventure which many lovers of the country delight in. Another of the pleasures of otter hunting is the way in which the sounds of the chase harmonise with the scene.

New Harmony pervades the solemn wood,
Dear to the soul and healthful to the blood,
For bold exertion follows on the sound,
Of distant sportsman and of chiding hound.

The complete otter hunter must be hardy, enduring, patient of wet and cold and withal loving the work of hounds. For this reason, no pack of otter-hounds is complete without some rough otter-hounds. Their methods on the drag are hound work writ large. What the fox-hound divines the otter-hound deciphers. Where the fox-hound reads the otter-hound spells, but he is seldom wrong, not often outworn by the puzzles which the fox-hound would have given up. It seems to me as I watch the rough

hounds working on the drag that I see the beginnings of hound work, learn as it were the elements of hunting and go back to fox-hunting better able to understand the working of the pack.

Like other sportsmen, the complete otter hunter must be equipped. A simple equipment is needed—stout, easy boots cunningly bored to let the water out, a stout pole, and clothes so made that we are never conscious of their weight. We may condescend to a pony cart or a motor when all is over, but it is better to ride on a horse or a bicycle, best of all (if the flesh is not too weak) to walk home. I have never felt the worse nor suffered from cold after a long day by and sometimes in the river when I have walked home afterwards.

As medicine for a brain overworked, for a mind worried and puzzled, I believe a day with otter-hounds cannot be surpassed. And if we think of the times we live in no one can say that otter hunting is a self-indulgent sport. Its very pleasure comes from the fact that we are so hard on the body which loves luncheons and arm-chairs and needs such days to keep it fit. X.

From the Editor's Bookshelf.

Summer Friendships, by Dorothy Muir; illustrated by photographs by Ward Muir. (Grant Richards.)

THE statement that this novel is illustrated is essential to any review of it, because Mr. Ward Muir's photographs are so very charming. Several of them, having already appeared in *COUNTRY LIFE*, accompanying some articles on caravanning, will be known to our readers, who will, we feel sure, be glad to see them again, reinforced as they are by others equally engaging. They illustrate a tour by two caravans, beginning in Dumfriesshire and proceeding by leisurely stages, at the rate of some eighty miles a week, to the Highlands. They are not merely good photographs arranged in a novel and pleasing way. They show us not those familiar scenes in Scotland which railway advertisements call "beauty spots," but rather the out-of-the-way nooks and woods and by-roads which go to make up the fascination of caravanning. Round them Mrs. Muir has woven a simple little story of the caravanners' adventures, not forgetting a love affair, which is told in the form of letters written by different members of the party. In spite of "Redgauntlet," which also begins in Dumfriesshire, letters hardly constitute the happiest form of story telling, but they have, no doubt, a certain appropriateness to the narrative of a journey. The authoress has a real love of the road, and we are grateful to her for making us feel at second hand something of its attraction.

The Keys of My Heart, by Violet A. Simpson. (Chapman and Hall.)

THIS is one of the books that are so good that they might easily be much better: the explanation of which probably is that by dedicating her "Keys to the holder of them" the writer has unconsciously adopted an intimacy of style beyond the grasp of the general reader. Also it is too full. And by some strange perversity we like the bad people in the book much better than the good. Claire, the bride of a month or so, beautiful, vain, conscienceless and full of newly acquired wisdom, appeals to us, whereas the heroine, Francesca, an intellectually inclined spinster of twenty-five or so, animated solely by the praiseworthy desire to leave the world a better place than she found it and, above all, to save her pretty cousin from the consequences of being her own irresponsible self, rubs us all the wrong way. We are sceptical, too, about the excellent livelihood Francesca makes by giving private demonstrations of weird cookery in her "kitchens"; we think she quite deserved to marry, as she did, a genius of doubtful manners, who, starting as the chance reporter of a society wedding (his report begins on a personal note, "What percentage of this congregation has ever been hungry"?), ends as the discoverer of synthetic rubber. It is a fact to be remarked in many novels that the persons whose intellects are insisted upon by their creator give the reader little evidence of possessing brains at all, and so it is with Francesca. But the subsidiary characters of the smart modern type are frequently clever, and drop quite a number of pearls of worldly wisdom; and that is why, despite its shortcomings, most people will find the book decidedly entertaining.

BOOKS RECEIVED.

At the Front with Three Armies, by Granville Fortescue. (A. Melrose, Ltd., 6s. net.)
Who Goes There? by Robert W. Chambers. (Appletons, 6s.)
The Germans and Africa, by Evans Lewin. (Cassell, 10s. 6d. net.)
Mothers and Children, by Dorothy C. Fisher. (Constable, 4s. 6d. net.)
The Audacious War, by C. W. Barron. (Constable, 4s. 6d. net.)
In a Desert Land, by Valentina Hawtry. (Constable, 6s.)
The Song of Surrender, by Henry Bruce. (Long, 6s.)
An Anthology of Patriotic Verse, set by Frederick Page. (H. Milford, 2s. net.)
Loves of the Poets, by Ernest A. Vizetelly. (Hodden and Hardingham.)
A Star Astray, by Hylda Rhodes. (Hodder and Stoughton, 6s.)
Changing Germany, by Charles Tower. (T. Fisher Unwin, 7s. 6d. net.)
On Desert Altars, by Norma Lorimer. (Stanley Paul, 6s.)
The Crimson Cryptogram, by Fergus Hume. (J. Long, 6d.)
All of the Glen, by Curtis Yorke. (J. Long, 6d.)
The Inevitable Marriage, by Dorothea Gerard. (J. Long, 7d. net.)
The Courts of Love, by Farren Le Breton. (J. Long, 6s.)
Three Summers, by Victor L. Whitechurch. (J. Long, 6s.)
The Soul of Germany, by Thomas F. A. Smith, Ph.D. (Hutchinson, 6s. net.)
A Duchess of France, by Paul Wainemann. (Hurst and Blackett, 6s.)
The Irish Nuns at Ypres, edited by R. Barry O'Brien. (Smith, Elder, 2s. 6d. net.)



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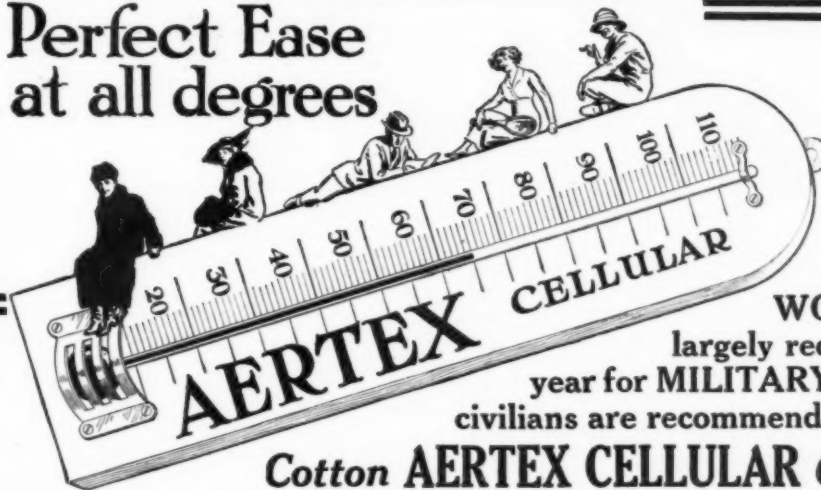
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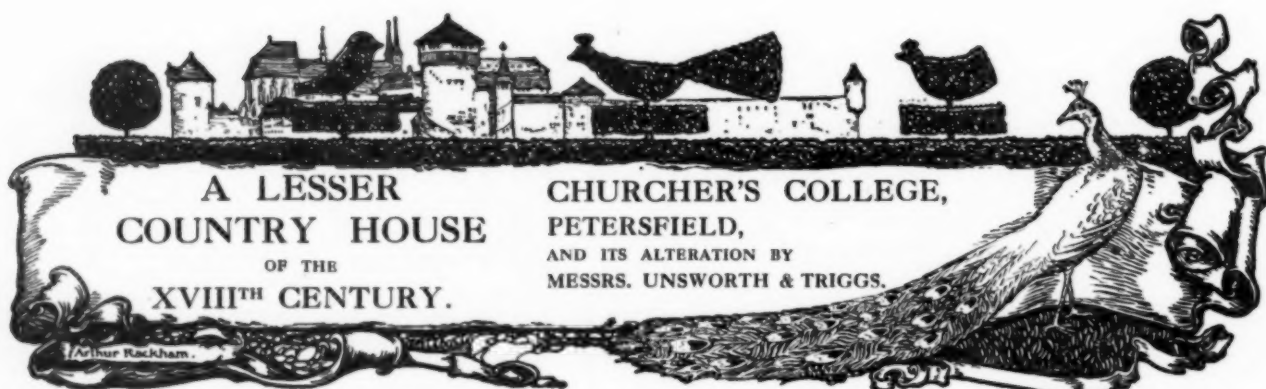
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THE last will and testament, dated January 16th, 1722, of Richard Churcher, founder of the old college at Petersfield, devised and bequeathed the sum of £3,000, with all the interest thereon which should be due on the day of the testator's decease, "for the establishing of a collodge in the burrough of Petersfield, consisting of a master and ten or twelve boys, as the trustees shall judge most convenient." The specific purpose of the "collodge" was to train lads, "of any age from nine unto fourteen, that are healthful boys," for apprenticeship to masters of ships trading to the East Indies. They were to be educated in "the arts of writing, arithmetick, and the mathematicks," and their "dyett, cloathing and tutoradge" were to be at the bounty of the founder. An additional £500 was bequeathed "in order to purchase an edifice ready built, or to build one of new materials."

Little is known of Richard Churcher himself. He appears to have begun life as apprentice to a "barber-surgeon" of London, and somehow to have drifted into the East India trade. Having made his fortune, he retired to spend his remaining days at Petersfield, then a populous and flourishing Parliamentary borough. Doubtless out of some instinct of gratitude to the "John Company"

that had helped him to his worldly wealth, and with the idea of doing a service to the town, he conceived the notion



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CHURCHER'S COLLEGE FROM THE STREET.

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of this training college. He died in 1723, and the appointed trustees, seven in number, set about their task with due deliberation. A site was purchased, and some time in 1729 the finishing touches were put to the newly erected "Churcher's Collodge." In February and March of the following year ten boys were admitted, a master having already been chosen, and two years later the number was increased by two. The building, we are told, cost £800, which was £300 more than the sum actually allotted to the purpose; but the surcharge was easily met by accumulated dividends from the Bank stock, which goes to show that if the trustees performed their duties leisurely there was circumspection in their leisureliness. These original trustees were, in short, solid men of business, and they carried out the founder's wishes on honest business lines.

Their successors seem to have been less scrupulous. That at least is the impression given by the record of an interminable Chancery suit of 1822, brought against Hynton Joliffe, a trustee of

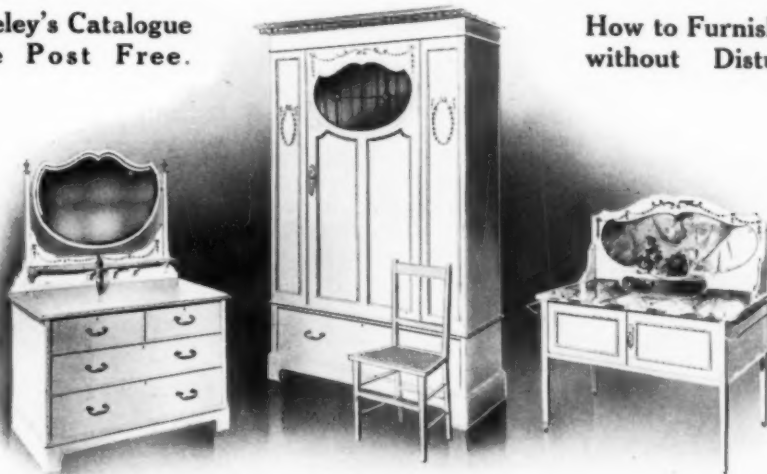
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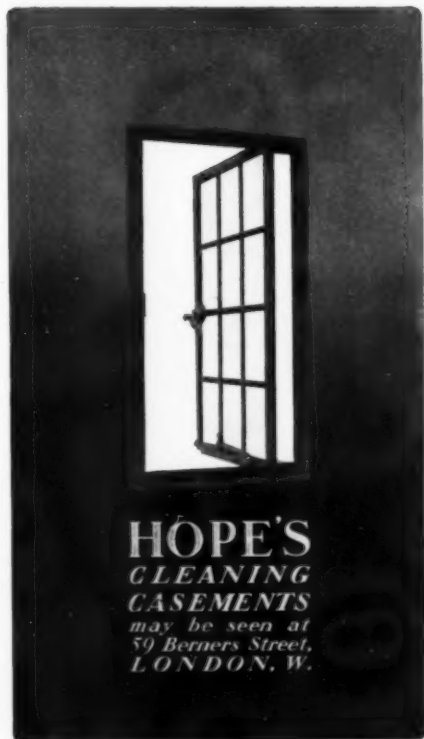


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Churcher's College, for misapplication of the college funds and other arbitrary practices. The Joliffes were a Petersfield



THE NEW BAY.

he been able to see what his training college for the East India Service had become by the early nineteenth century—an ill-administered general school. The steps by which Churcher's College became the residence of Dr. Brownlow need not be detailed.

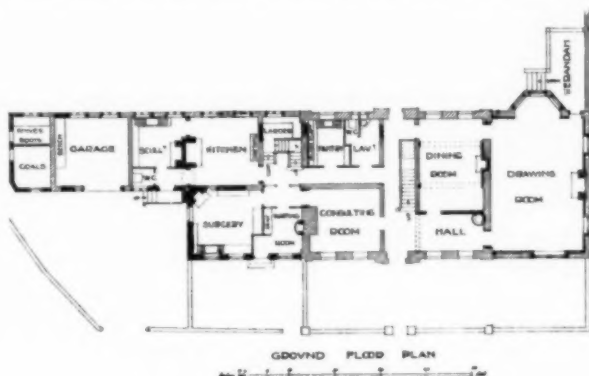
The house, looking out upon a broad, quiet thoroughfare, is one of the most interesting in Petersfield. The front of the three storeyed centre block, which is the original structure, is scarcely altered since the

family with political ambitions. Hylton Joliffe's father and grandfather had been trustees of Churcher's endowment. It was William Joliffe who erected the well known statue of King William III in the Petersfield market place. The last of the line does not appear to have sustained the fair reputation of his predecessors. One need not suppose that he was dishonest. But his methods as trustee were undeniably clumsy, and Churcher would have turned in his grave had

days when the would-be apprentices trooped in to their "mathematics." The bold cornice and regular fenestration bespeak the age when a decorous classicism was the architectural mode for all prosperous and sober minded people.

It expresses a massive, perhaps a slightly heavy, prosperity. The rear of the house is less austere. Here casement windows were at an unknown date substituted for the sliding sashes, and the general air is one of less rigour. Even the ivy that clusters round the garden entrance and climbs one side of the centre pavilion enjoys a freedom denied to the more ordered growth on the other side.

The architects in their skilful reconstruction of the house were responsible for much interior alteration in the main block, and for the two wings, each consisting of a ground storey with dormers above it. The design of the central block has been closely followed. The one novel feature to be noticed is the drawing-room bay, with its exit to the spacious, peaceful garden, and here some attractively individual work has been carried out. The chimney stacks are of uncovered bricks, while those on the old part of the house are cemented. The ground floor plan shows that the professional and private portions of the dwelling have been



kept distinct from each other, and that there is a separate entrance to the surgery. F. M.

THEORY AND PRACTICE IN HORSE BREEDING

IT is a discouraging feature in horse breeding that we have to wait so long to see the fruits of our labours. We work out a theory with the greatest care and then we have to summon up courage to put it into practice. We know that it will take a long time, and unfortunately, on a stud farm, time is money in the most literal sense. Yet there are some encouraging facts to the enterprising breeder. We shall find after a certain time that results do manifest themselves if the theories on which we are working are based on sound principles and (this is an important condition) we persevere. Two examples of sound theories working out right have come under my notice in the last twenty years. It may be encouraging to recall them. Some years ago, I think about 1886, a number of letters appeared in the *Field*, telling of the wretched condition of the ponies in the New Forest at the end of a winter's struggle for existence. A number of ponies, we were told, were almost starved to death, and in that weak state died of exposure. When, therefore, some twenty years later, it fell to my lot to ride over the Forest in the early spring with the object of looking up the mares and foals which are never taken off the Forest, but find their own living there all the year round, I naturally looked out for these half-starved animals. I found, on the contrary, that the ponies were, as a rule, in good condition; some were better than others, but most were holding their own. The time of year I saw them was when they ought to have been at their worst, yet there was nothing to be seen of the hopeless misery described by correspondents twenty years before. It was not that the pasture had improved, for when I first came to the New Forest the pasturage had been steadily diminishing in quantity and deteriorating in quality for some years. Possibly there was exaggeration in the descriptions of ponies in winter by some writers; I think there was, yet the difference between what I read and what I saw was not in this way to be accounted for. I had myself paid one or two flying visits to the Forest for a month of spring hunting, and

had noticed that the ponies were of poor stamp and often in bad condition.

I have since learned that a great deal of finer blood came into the Forest, and that for this and other reasons there was an ever-diminishing proportion of true pony blood in the New Forest. It was some years later that the pony associations of the Forest adopted not only the plan of introducing fresh blood (it was sorely needed), but of ruling that this blood should be drawn only from other pony breeds. There came into the Forest a number of pony stallions—Welsh, Highland, Exmoor and Dartmoor. This was done on theoretical grounds at first, but in the last ten years the results have proved satisfactory; the ponies are doing well where before they starved. What is most satisfactory is that traces of the finer blood remain invigorated and hardened by the pony strains, and the ponies have substance, quality and hardihood. Here we have distinct encouragement, for a valuable breed is preserved and improved by the results of sound and careful experiment. Again, we have a second instance of the success of a sound theory in the case of the polo pony. Here we find that two theories were worked simultaneously. One was that the mares should be playing ponies; the other, that there should be pony blood through the mares.

The produce of the ponies so bred has in the progress of time been combined. The result has been the polo-bred pony, one of the greatest triumphs of theory and practice combined of modern breeding. As in the case of the thoroughbred, we have obtained a horse which is adapted to many purposes, and combines temper, courage, pace and endurance to a remarkable degree. This result has been brought about in little more than twenty years. In the same way the breeding of horses of the hunter type is being worked out, and we are within measurable distance of seeing hunters bred true to a type which is invaluable alike in peace or war. X.

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KENNEL NOTES.

THE CANINE EYE.

NO organ of the body is so clear an index to character or emotions in human beings or other living creatures as the eye, which has been aptly called the window of the soul. Any obliquity, peculiarity or malformation imparts a sinister appearance which inevitably creates an unpleasant impression, and it is not surprising, therefore, that breeders uniformly attach a good deal of importance to the colour and shape of a dog's eye, and any departure from the accepted standard at once arrests the attention of a capable judge. Pigeon men are just as exigent, having settled that different varieties must have eyes of certain colours, not, it must be confessed, because these colours are more useful than others, denoting finer qualities of vision, but because the possession of them is supposed to enhance the beauty of the bird.

Considering the delicacy of the structure, one naturally expects the eye to suffer from a number of maladies, apart entirely from the physical injuries that may be sustained, and I am indebted to Mr. Henry Gray for the following notes on a few of the commonest diseases, the symptoms of which are easily discernible to any intelligent person, although the treatment must be left to an expert. This is one of those matters in which the amateur cannot meddle with any degree of safety. Trichiasis is the term applied to that condition in which the eyelashes drop and rub on the cornea, or glassy membrane in front of the eye. It is hereditary, and its frequency is increased with intensive breeding. In its incidence it follows the law of Mendel. One sees it mostly in Pekingese, Japanese, toy spaniels, miniature Pomeranians, and other small breeds. By the friction of the hairs on the cornea the eye becomes watery, vascular or ulcerated.

Distichiasis, I believe, has never been described before as a disease of the dog's eyelids, but it is very common and important. Mr. Gray has described it in Dr. Nicolas' "Veterinary and Comparative Ophthalmology," the publication of which has been delayed by the inability of a French firm to complete the coloured plates in consequence of the war. By distichiasis scientists denote the growth of abnormal hairs along the margin of the eyelids. Literally, the term means "double row," because in men afflicted with the complaint there are two rows of eyelashes or cilia. This is also the case with the upper eyelid of the dog, in which the lower row of eyelashes is absent. Sometimes the term *districhiasis*, or "double hairs," is used. Both upper eyelids are usually attacked, and sometimes all four are implicated. It may co-exist with trichiasis, or displacement of the eyelashes. Mr. Gray says it is chiefly found in the Pekingese, and occasionally in some of the terriers, but less frequently in other small breeds. It is a prolific source of ulceration of the cornea. A watery eye, and even a vascular condition, in which the cornea shows minute vessels on its surface, is seen. Sometimes the eye bursts, and often an opacity remains through life. Any disturbance of the eyes, we are warned, should lead to an examination for the purpose of ascertaining if there are any abnormal hairs causing irritation. Pulling out the hairs with the help of a pair of forceps known as epilation or ciliary forceps will give relief, but the hairs grow again to set up trouble. There are many special operations, a description of which would serve no useful purpose, as it would be too technical for the comprehension of the layman.

Entropium, or turning in of the eyelid, may attack both of the upper eyelids, or all four at the same time. This is very common, especially among sporting dogs with loose skin. Bulldogs and Chows are also favourable subjects for its incidence. It is often caused by spasm of the circular muscle as well as by distichiasis. In the upper eyelid the lashes are also turned in with the edge of the lid. Various operations have been instituted for this complaint, varying according to the case. Most of them include an excision of an elliptical, crescentic, or oval piece of skin, as well as a portion of the underlying muscle of the eyelid, and suturing the resulting wound. This excision is carried out parallel to the eyelid, or obliquely or perpendicularly to the junction of the eyelids. Some authorities use a red hot cautery, burning a line of skin, which in healing draws back the lid to its normal situation. This is highly spoken of by its advocates. These three diseases are the chief ones affecting the eyelids of dogs, and they are of particular interest to owners because of their frequency and the damage they do to the eyes if treatment is delayed or neglected.

Other affections of the same region not mentioned by Mr. Gray may be the result of sarcoptic or follicular mange, or merely eczema, and in each case the animal shows his discomfort by scratching with his paw or rubbing the head on the ground. Mild mercurial ointment usually affords relief, but, owing to the poisonous properties of this preparation, others dogs must not be allowed the opportunity of licking it. Often accompanying distemper, and sometimes occurring for no apparent reason, is a bluish white or cloudy appearance of the cornea. No pain seems to accompany the symptoms, which usually disappear in the course of time without assistance. A mild astringent lotion may be tried. One of the commonest troubles is inflammation of the conjunctiva, the mucous membrane covering the anterior part of the globe and the inner surface of the lids. Cold winds may set up simple conjunctivitis, which may also be caused by the presence of foreign bodies. In the former, mild preparations of astringents such as sulphate of zinc or sulphate of copper may be employed.

A. CROXTON SMITH.

AGRICULTURAL NOTES

HIGH PRICES AT TRING AND ELSEWHERE.

ONE of the most remarkable, though not really surprising features of the present day is found in the extraordinarily high prices which cattle are fetching at the public sales. The fact would be intelligible enough if only meat-producing animals were concerned. As was shown by correspondent after correspondent in our columns some time ago, the tendency long before the war started was towards a scarcity of meat. Sources from which we drew our cheap and abundant supplies twenty years ago to such an extent that stock raising as an industry seemed at a discount in this country, have gradually diminished their supplies or dried up altogether. It would take us long to recall the many reasons for this change. They are found, briefly, in the enormous increase of consumption, all over the world. During the period of low prices working men in this country got so accustomed to have their joint of beef or mutton at a low price that roast and boiled came to be necessities of all but the very humblest establishments. In other parts of the world there was a slower, but still an appreciable rise in the standard of living, which meant that other nations came into the market where formerly we held a monopoly. Thus any increase in the production of meat was more than met by an increased consumption. The war brought things to a head. The whole of Europe may be now said to be engaged in it, and modern military authorities are very much alive to the fact that no army can stand up to modern firing unless it be well fed. A soldier's rations, too, are necessarily much less economical than the consumption of the same men when they are at home in their families. The quantity served out is sufficient for the most vigorous appetite and, consequently, rather more than is needed for those who have been trained to live very frugally. Thus the rise in the price of fat beasts was inevitable. Nor is there any immediate prospect of its going down. That change will probably follow, but it will not be until the more intensive methods of Great Britain and other European countries are found remunerative in the great stock raising establishments in Argentina and the United States. When that occurs a fall in prices may be expected, and yet it will never be so great as that which occurred after 1879.

In sympathy with this movement is the demand for high class pedigree stock. Every intelligent farmer is now aware of the great advantage of breeding from animals which are the descendants of successive generations of the very best of their kind. Whether they are intent on the production of meat or of milk, it is certain that stock-keepers cannot do better than obtain the services of the best bulls for use with the best cows. Such a sale as that which took place at Tring last month, when the famous Jersey herd established by the late Lord Rothschild was dispersed, affords eloquent testimony to the value now attached to lineage and heredity. In wartime such a result was scarcely to be expected. A Jersey herd is more of a luxury than any other, yet the Jersey is pre-eminently the milk and butter cow, and hence the prices given were not so unreasonable, large as they may appear at first sight. There were eighty-seven cows and heifers with their calves, some only a few days old, disposed of at the sale, and they realised the extraordinarily good total of 3,221½ guineas, or an average of £38 17s. 7d. The bulls gave even better results, the chief contest being for the yearling Proconsul. It had the best breeding in its favour, being by Malvolio out of Post Obit, and a grandson of that famous bull Marshal McMahon, whose dam was the famous Marigold, whose milk yield for ten years averaged 10,663lb. annually. Post Obit was almost as good a milker. This accounts for the keen struggle for her son between the Canadian buyer, Mr. Reid, and Mr. Carson. The latter eventually won, obtaining Proconsul for the record price of 475 guineas, the record price obtained by a Jersey bull at an auction sale. The sale of the bull brought up the average to £43 10s. 11d.

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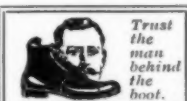
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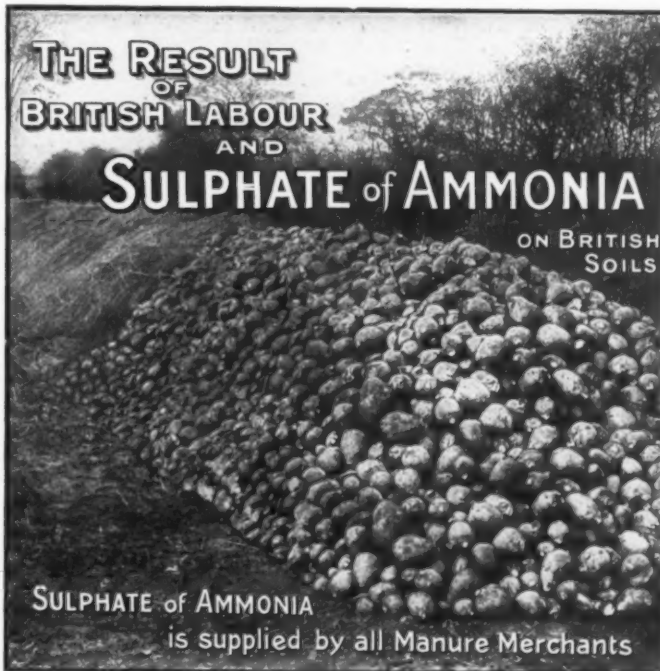
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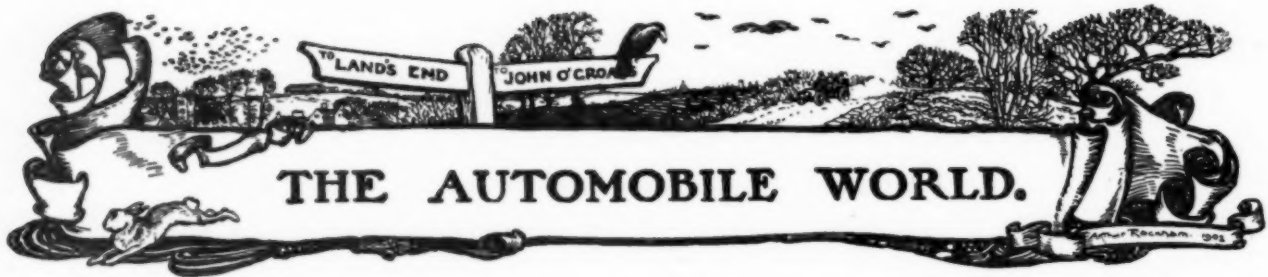


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ROAD SCOUTS AND THE WAR.

IN a recent issue we gave some brief account of the work that has been done during the past year by the Royal Automobile Club. The Automobile Association has in its own sphere been just as energetic and no less effective. In one particular direction, however, both these bodies have been suspected of a certain laxity. Various readers have communicated to us their suspicions that the Club and the Association were continuing to employ as road guides and scouts men of military age and physical fitness who certainly ought to have been encouraged to enlist. In a few instances, to our knowledge, members of these bodies were disposed to consider resignation as a result of having seen upon the road scouts or guides who, in their opinion, were certainly fit for service. In view of the correspondence which reached us, we have communicated both with the Club and with the Association, and in each case we are glad to say that we have received a categorical statement to the effect that no road guides or scouts are now employed who are eligible for enlistment. The steps taken by the two organisations have been practically identical. In each case every man employed upon the road was in the early days of the war required to produce satisfactory evidence of his unfitness for military service, either through age or through physical defect, and was warned that, failing the production of such evidence, he would not be retained in his employment. In each case, again, the responsible organisations informed men that, should they enlist, Government allowances to their wives and families would be supplemented, so that no pecuniary hardship should result from their absence.

Quite properly, men who were unable to pass the medical examination, or were refused through being over age, were retained at work. In the case of the Royal Automobile Club, the result is that over 60 per cent. of the men are now serving their country in one form or another, and not in a single instance has it been necessary to dismiss a road guide for having shirked his duty. The Club has kept in close touch with the men's families, and letters received from those on active service have been circulated among the men who have been obliged to remain

behind, with the object of creating an *esprit de corps* in the road guide organisation.

In all these respects the action of the Automobile Association has been practically identical. It is, of course, well known that the secretary of this latter organisation—now Captain Stenson Cooke—has done valuable work in raising corps of trained cyclists. The Association is endeavouring, so far as may be, to fill vacancies in its organisation of road scouts by accepting the services of men who have been injured in the war, and are obliged to look for new employment. This is a scheme which we hope will be carried out to the full by both the Club and the Association. There must be plenty of men whose injuries are such as to incapacitate them for the work on which they were previously engaged, but who would make admirable road patrols.

We have taken the trouble to trace certain instances in which motorists have been under the impression that scouts eligible for enlistment were still employed upon the road. In each such case we have found that a completely satisfactory reason existed for the retention of men, and if any of our readers still have any doubts on the matter as regards any particular man or men, we suggest that they should write to the organisation that employs these patrols, stating exactly where they are posted, and asking for what reason they are ineligible for military service. We are convinced that if this is done the reply in every case will be absolutely conclusive, and that no motorists will find any justification for detaching themselves from the organisations which have done, and are still doing, such useful work on their behalf.

A REALLY EFFECTIVE ALCOHOL FUEL.

A NEW fuel known by the name of "Natalite" has recently undergone an official test by the Royal Automobile Club.

At the time of writing, the results of this trial, which we understand was carried out upon the road and was of considerable duration, have not yet been published. The writer has, however, had an opportunity of forming his own opinion of the merits of "Natalite" fuel. Particular interest attaches to the fact that



FAR FROM WAR'S ALARMS.

Wounded soldiers enjoying a ride in Richmond Park.

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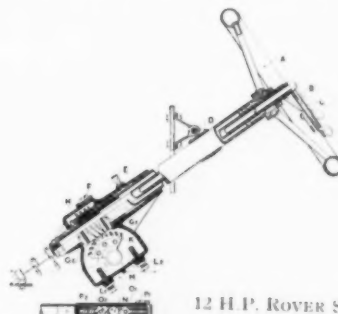
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THE FAMOUS 12h.p. ROVER £350



12 H.P. ROVER STEERING.

On this is shown the large diameter steering wheel "A," with the control levers "B" for the throttle and "C" for the ignition. The ignition lever "C," which very seldom requires any adjustment, is made the shorter, while the throttle control lever "B" is the one nearest to the hand when placed on the steering wheel. In addition to the control lever "B," there is a foot-operated accelerator pedal, which most drivers of the car will use in preference to the hand control. It will be seen that the steering column is stayed to the dash by means of a bush "D," ensuring a stiff, solid steering, with an absence of vibration or whip. At "E" there is a grease lubricator, which should be frequently filled and screwed home, while a plentiful supply of grease should be frequently put into the worm gear box through the screwed cap "F." "G" 1 and 2 show the ball-bearings on the top and bottom of the worm "H," which take up the end thrust from the worm when operating the sector "K." "L" 1 and 2 are two adjustable bolts, which are so adjusted in our works that the steering angle is as great as possible without wheels coming in contact with the wings or frame.

The steering arm "M" is provided with a ball "N," situated between two blocks "O" 1 and 2, which are held in position by springs "P" 1 and 2. The most frequent cause of a strained steering is when the car is being turned on full lock, and the wheels hit some obstruction; a slight alteration of steering is then taken up by these springs "P" 1 and 2. The Rover steering, therefore, consists of a worm "H" of hardened steel (its thrust top and bottom taken up by ball bearings "G" 1 and 2), operating a sector "K" with all special jars on the steering taken up by the springs "P" 1 and 2, so that the owner of a Rover may have the greatest confidence in this important part of the car.

The Rover Company Ltd., Meteor Works, Coventry
59/61, New Oxford St., AND AT 16, Lord Edward St.,
LONDON, W.C. DUBLIN.

this fuel is composed entirely of alcohol and its derivatives. It is easy to conclude from the results obtained with it that it does not consist of alcohol only, but the point is that its production is dependent solely upon the growth of vegetable crops of a sugar-bearing order, and is in no way connected with the supply either of petroleum oils or of coal. It is consequently a fuel that, if required, can continue to be produced in quantity as long as the sun shines, the extent of the supply being only limited by the area of land available for the growth of suitable crops. It has, of course, been necessary to denature the fuel in order to render it thoroughly offensive for drinking purposes. The method of introducing the denaturant—which, by the way, is quite cheap and is available in very large quantities—forms part of the patent which covers the invention. It appears, however, that the denaturant is a recognised poison, and it is conceivable that some new system of obtaining the required result will have to be devised before the removal of legal restrictions will make the use of this fuel possible in all countries. Meanwhile, even methylated spirits will presumably have a poisonous effect if absorbed in sufficient quantities, and it is always an open question whether it is any use attempting to save against themselves people who are so firmly addicted to intoxicating liquors as to persist in taking them merely for the sake of their effect, and in spite of a nauseous taste and severe pains following their consumption.

Probably the fiscal difficulties in the way of using "Natalite" as a motor fuel will be more rapidly overcome in some of the Colonies than in this country, and assuming this to be the case, the main interest in the invention for the present lies in the fact that it seems likely to decrease the demand for petrol in some of the world's markets, and so to free a larger supply with a consequent tendency towards the maintenance at a reasonably low price in this country.

From our own tests upon the road we are able to state definitely that the behaviour of "Natalite" in an ordinary car engine designed to run on petrol is indistinguishable from that of petrol itself. Acceleration and hill climbing abilities are in no way injuriously affected. In fact, so far as our own tests are concerned, any difference that there may have been appeared to be in favour of "Natalite." As regards fuel consumption, again "Natalite" appears to quite equal petrol in economy. So far as our limited experience goes, it is slightly superior. The composition of the fuel is stated to be such that no free acid, resulting in the corrosion of the metal of the engine, can be formed. This claim is borne out by chemical facts, and another interesting point is that if an engine already somewhat fouled is run for a time upon "Natalite," it will be found to be thoroughly cleansed internally. The exhaust gases are quite clear and inoffensive, and the smell of the fuel itself, if not exactly agreeable, is certainly no bar to its use. As regards safety, it has the advantage of being extinguishable by water, which should commend it particularly for use on motor boats. In the matter of engine starting, we have not had the opportunity of imposing any very severe tests, but the chemical constitution of the fuel seems to bear out the claim that it is very volatile, even at low atmospheric temperatures. It does not suffer from the disadvantage possessed by benzole of making starting difficult in cold weather, or the kindred drawback of being not well suited for use on aeroplane engines liable to ascend into a cold atmosphere.

The fuel can, of course, be produced from any alcohol crop, but the intention in the first instance is apparently to employ molasses, which in many parts of the world are a waste product from the sugar plantations. The fuel, as its name indicates, hails from Natal, and its inventors have already secured influential support from among the leading sugar planters of that colony. We shall hope to refer to the subject again when

the report of the Royal Automobile Club has been published; but meanwhile we feel confident in the accuracy of our own opinion, which is that "Natalite" figures well in all those qualities which go to make a good and generally useful motor fuel as regards economy, suitability for use in an engine of ordinary design, ease of starting and production of adequate power.

MOTORS FOR WATER STERILISATION.

WE referred some time ago in these columns to the importance of equipping an ample supply of motor vehicles with means of sterilising water to be used for drinking purposes by the troops at the front. The requirement in this direction will, of course, become immensely greater as the weather grows hotter, and simultaneously the dangers of neglecting proper precautions with regard to the purity of drinking water will be correspondingly increased. There are, of course, many well known methods of filtering water in such a way as to remove dangerous organisms, but unfortunately, it appears that when many of these filters are subjected to rough usage and vibration, there is a serious risk of internal faults developing and water being allowed to pass through without being properly purified. It is quite conceivable that in some cases, at least, this could occur without any external evidence bringing the breakage to the notice of those in charge of the apparatus. On the whole, we are inclined to the view that, in this instance, the simplest method is probably the best, and the simplest method is certainly that in which water is raised to a sufficiently high temperature—somewhere in the neighbourhood

of 180° F.—and subsequently allowed to cool. The determination of whether the water has been sufficiently heated can either be left to the attendant, or can be regulated by some automatic device. The latter is likely to be delicate, while the former is liable to human error.

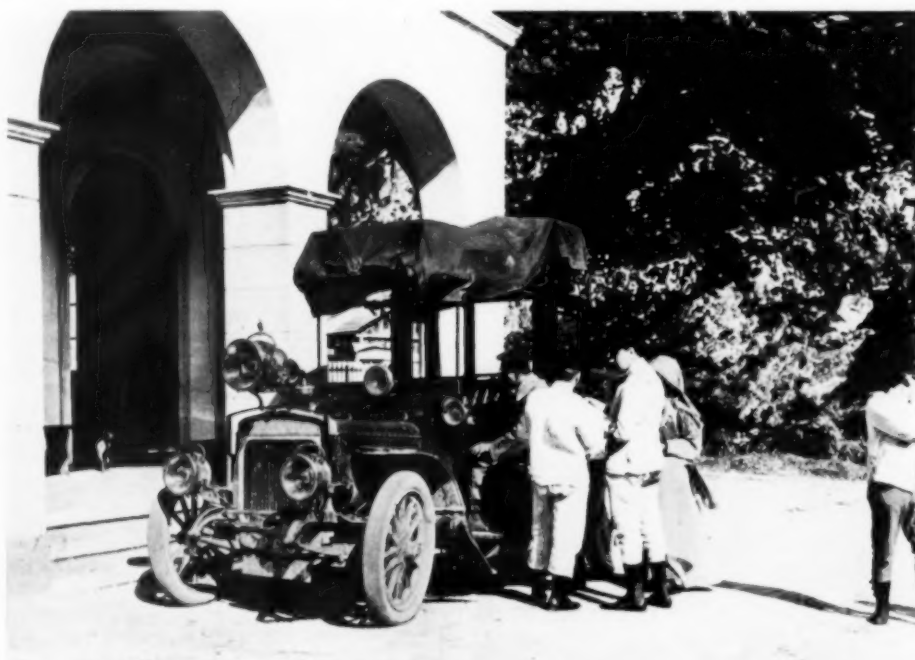
The other disadvantage to the system of heating water in bulk is that unless a somewhat complicated system is installed, the time occupied before it cools

sufficiently to be pleasant for drinking purposes must be considerable, especially in the summer when the demand is at its highest. Consequently, a system which has been used by the French military authorities apparently with some success is well worthy of consideration. In this system, a Paris motor bus chassis is equipped with a body designed to carry all the apparatus necessary for the sterilisation of water by means of ozone. The main tanks are arranged so as to fold and pack up into a small space when the vehicle is travelling.

The car contains an electric dynamo operated by the petrol engine. The current from this dynamo passes through a transformer whence a current of very high tension is made available. The generation of ozone then becomes possible, and when generated this ozone is caused to mix intimately with the water, and has the effect of completely sterilising it. While the apparatus is complicated in the sense that it involves a considerable number of parts dealing with various stages of the process, it does not appear to be in any way delicate or liable to derangement, or to inefficient working.

ITEM.

Messrs. C. A. Vandervell and Co. are sending out to their customers, free of charge, special adhesive transparent violet sidelight discs for motor lamps, which come within the present lighting regulations. The discs can be supplied for models "B.S.," "E.S.," "G.S." and "F.S." Any motorist desiring these should write to the works at Acton.



C. U. Knox.

ON THE ITALIAN FRONTIER.
Measuring Petrol at a Customs' Station.

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YOU don't need a chauffeur to run a 15-20 'Overland': everything has been designed for the Owner-Driver, his wife and family. It is a comfortable five-seater. The 'Overland' has an electric engine starter, dynamo and lamps. No laborious 'cranking' to start the engine; press a button from the driver's seat—that's all! And lighting the lamps is just as easy—by pressing a switch. No tiresome oil or acetylene lamps to worry you. Also, the rear springs are $\frac{3}{4}$ elliptic underslung; the gears are of nickel steel; the upholstery of real leather. There is a non-rattling windscreen and a wind and rain-proof hood. The rims are detachable and a spare is supplied.

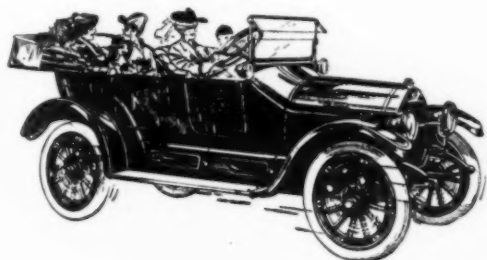
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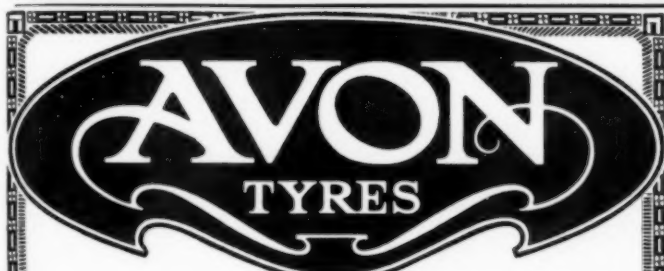
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15-18 h.p. Empress £295
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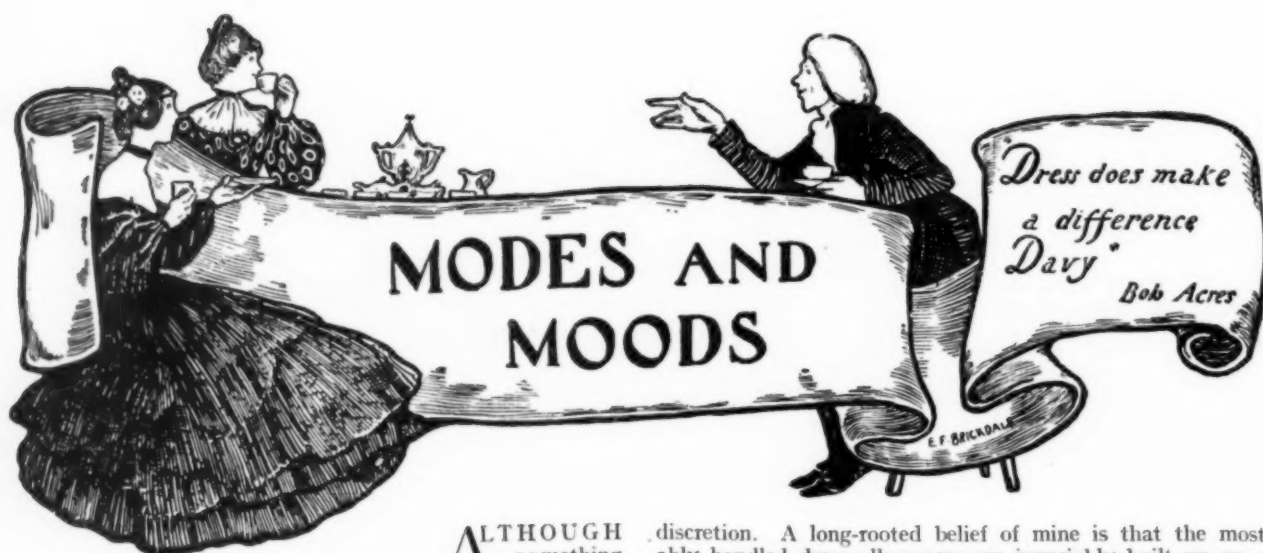
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'Phone: City 4797.

BRISTOL, BELFAST, DUBLIN
GLASGOW.



(M 509)



ALTHOUGH something of a side issue to the usual dress interest discussed in these pages, I am persuaded to dwell for a moment on the subject of uniforms for women. It can only be broadly and generally, for the subject is a wide one. Also, the departure is altogether unique for women to take up the lighter side of railway officials' work—train conducting, lift servers, etc.—and the speed with which one and all have had to be initiated into these new walks of life has left small time to go into the minor detail of suitable attire.

In some instances, notably where large drapery establishments are concerned, the most excellent taste has been brought to bear on lift uniforms. The butcher blue linen overall and soft cap to match, with something of the Latin Quarter about the *ensemble*, selected by one huge emporium, is particularly practical, though not, perhaps, quite so trim as the neat navy suit with facings to be found at another similar place. But it is to be sincerely hoped that Government and railway concerns, when they have time to pause, will entrust the question of uniforms to capable hands, and not attempt a silly travesty of what the men whose place women are taking *pro tem.* have been wearing.

The familiar shiny peaked railway cap at present worn would be all right if hair was cut short; but worn as it is usually by the pioneers, at a jaunty poise, it is almost ridiculous. Gaiters, boots and short skirts, such as women gardeners and agriculturists have so wisely adopted, provide a text that those who are taking up the above-named positions may safely follow.

Perchance I am a little impatient, and for all I know some such attire may be on the way. But I speak as an onlooker, and having the privileged house-top of COUNTRY LIFE whereon to speak, a criticism was irresistible and, if it does no good, can at least do no harm. No amount of change of work will, one hopes, ever oust the right feminine feeling for the fitness of clothes, and there are many necessarily unoccupied minds who would willingly undertake the task of advising on the matter. Our long-time text, "Dress does make a difference, Davy," holds a very special significance just now, although not in the sense originally intended by the historic Bob Acres.

"The posy touch" is more than ever in favour this season, and for the obvious reason, to enliven our extremely simple spring frocks and coats and skirts. It is the exception to see a gown to-day without its bunch of flowers, and preferably imitation rather than real blossoms. The stigma of vulgarity has once and, one supposes, for all time been removed from the wearing of imitation flowers during the day. Led by the dainty light little posies of mixed flowers, the vista has gradually extended until there has been included in the *galère* giant marguerites, clematis, and even fruit, such as grapes, wee apples, velvet plums and berries of every realistic and conventional description. The touch of colour thus achieved on the prevailing white and neutral tinted dresses is always pleasing, and, furthermore, lends itself very amiably to the always welcome change and variety.

In which connection attention may also be drawn to coloured sashes. In fact, sashes, flowers and neck fitments may be said to represent the most valuable stock-in-trade of the strained allowance of the moment. These small addenda naturally require thought, and must be bought with

discretion. A long-rooted belief of mine is that the most ably handled dress allowances are invariably built up on a general scheme of colour, a procedure always particularly helpful during the summer months, when parasols or en-tout-cas and the like have to be considered. Nothing more easily spoils an otherwise perfectly thought out and executed summer dress than an odd en-tout-cas, and only those who have easy means can afford to indulge in a relay. In any case, during the present condition of things few are likely to contemplate such expenditure.

And just while I am on the subject it may prove of interest to those who are removed from the metropolis shopping centres to learn that the popular en-tout-cas handle of the season is a straight affair, just slightly widened at the top, of imitation clear tortoiseshell. As a counterfeit presentment this is one of the most remarkable productions imaginable. Side by side with a similar handle of real shell only an expert eye could possibly detect the difference; and the price, of course, is not in any way comparable. I think my memory serves me right in placing the approximate cost of a silk en-tout-cas with one of these imitation shell handles at 1 guinea.

It is curious, and quite untraceable to any logical cause, how an impression creeps into a mind with a natural instinct for clothes as to an oncoming fashion. There has probably been no sort of an inkling, and the impression is frequently scarcely realised until it is brought up against the solid fact of realisation. Thus it is with natural-hued tussore or Shantung. As something of a commonplace, many women have been resisting the temptation, urged on by the unknown, to turn their attention to a Shantung suit, when lo and behold! there appeared upon the scene quite a galaxy of original and supremely attractive models. These have served to banish at once into the limbo of gladly forgotten things the cheap and very ordinary coat and skirt of Shantung. A feature of the latest expressions of this eminently cool possession are the coats and their infinite variety. While one will be of the studiously practical order, reaching nearly to the knees, and the fulness lightly held to the figure by a deep belt, another will be a coquettish affair, perhaps with a short sacque back, and front drawn to the figure by a narrow belt. After this *genre* was an example, the skirt of which was faced up with a deep hem of rose colour and white spot foulard, surmounted by two graduated bands of the same, the short, perfectly straight coat having the fronts closed at the throat, and then swept right away to show a blouse of white organdie, closed up the front with small, round rose coloured buttons, the foulard again putting in an appearance in the form of a narrow band on the turn-over collar, that at the back resolved into a sort of capuchin.

Coloured tussore, moreover, is fashioning some charmingly cool-looking summer dresses, and narrow, flat pleatings, set on with a crossway band, form, among other fancies, a particularly pretty trimming to the skirt; this allied with a simple sleeveless corsage, completed by sleeves and collar of the ubiquitous white organdie. A pale blue tussore I saw worn presented more or less the above appearance. The detail that first attracted my attention was the hat, one of the entrancing aerophone fancies, carried out in the same shade of blue and wreathed with black marguerites with yellow centres. The contrast presented was sharp, but some artist had unquestionably had the handling, and so it jumped to the eye as an avowed success.

L. M. M.

**D. H. EVANS,
OXFORD STREET.**

The vogue for Shantung this season is well established, and at the above mentioned emporium a feature is being made that will be heartily welcomed, of inexpensive Shantung suits. The single example selected out of a wide range, for pictorial expression, is built of a heavy weight quality which allows of a lining being dispensed with, and also tailors well, while the price is the exceptionally modest one of 69s. 6d.

A dainty white voile is worn by the second full length figure, an effective embroidered variety forming the deep yoke piece and trimming bodice and sleeves, the bodice enhanced by a lace frill, wide orange coloured ribbon sash, and coquettish bow of the same ribbon at the throat. Complete and ready to be stepped into the gown is only 79s. 6d.

Fagot stitching and glass buttons add notes of distinctive value to the smart yet simple voile blouse depicted, a model Messrs. D. H. Evans are able to offer at the very accessible price of 18s. 11d.



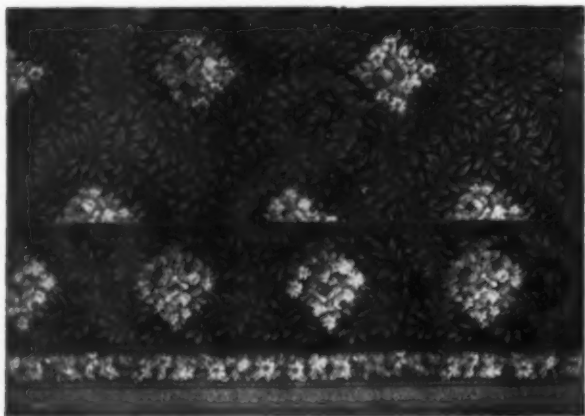
**GEORGE CORDING,
125, REGENT STREET.**

A model of tested value is the "Ranelagh Royal Coat" by Cording here shown. It is of light weight in Canton silk or Canton cloths, an added touch of smartness being given by collar and cuffs of velvet either in rich warm contrasting shades or self colours.

MODES AND MOODS IN THE HOUSE.

While no one contemplates rushing into undue expenditure in the house this year, certain essentials require renewal in the ordinary course of events, which I certainly think it false economy to withhold.

Carpets are a formidable item, for example, but, although it must be admitted that a good carpet always represents an appreciable outlay, when one remembers how long they last, that expenditure spread over a number of years really amounts to very little. Then, too, our home manufactures have been so enormously improved that it would be a very difficult person



A CARPET BY HAMPTON & SONS.

who could not find something to please them at a reasonable figure. Walk, for instance, through the huge carpet department at Hampton's of Pall Mall East, and look at the British carpets there. I have in mind at the moment an Axminster whereon softly tinted bouquets are disposed at wide intervals on a black ground softened by a shadowy tracery of foliage. It is the sort of carpet that would dispose itself happily in almost any modern room, and form a harmonious background for furniture and hangings of widely divergent types. Its texture and colouring are irreproachable, and yet its price is under 5s. the yard. There are literally hundreds of carpets of equal quality at the same price; one a charming facsimile reproduction of a piece of antique Bristol pottery, others in restful tone upon tone effects, others reminiscent of beautiful old Chinese and Persian designs. There is one lovely reproduction of a seventeenth century Persian rug which in the smallest size costs less than £3; and a Chinese design in exquisite porcelain blues and buffs equally reasonable; nor are Turkey carpets overlooked. Then, there are Saxony piles warranted to stand the hardest wear, Bourns, Tebrez and Malabar carpets, Masulipatam rugs, and a specially fine make in which Hamptons specialise, known as the "Mayflower," ideal for best bedroom wear. Oilcloths, cork carpets and cocoa mats all find place in this huge department, so that it is really possible to carry through the floor furnishing of a house, keeping a close eye on expenditure, and with a vast saving of time and energy.

Window hangings present a yearly problem, and one which, when it requires treatment on an extensive scale, calls for expert advice; for just as the window plays a most prominent part in the architectural value of the house, so should its hangings be in absolute harmony with the window as well as with the decorative scheme of the room within. For this reason I would always



PETIT-POINT NEEDLEWORK TAPESTRY AT MAPLE'S.

advocate taking an expert into one's confidence when windows are undergoing an extensive refurnishing. Maple and Co., Tottenham Court Road, make a speciality of hangings of all kinds, and not only can one obtain from them really expert advice, but in their showrooms one can see actual furnishings for practically every type of window and doorway that the ordinary housewife is likely to be called upon to consider. To see the effects these experts can obtain with an ordinary casement cloth is an object lesson in the weak points of the ordinary home upholsterer. I have mentioned the simplest materials first because just now they appeal to most folk, especially in the country, and Maple's own casement cloths are of the fadeless variety that make for economy. Their cretonnes are fascinating. There is one—the "Abdul," an Oriental patterned cretonne on linen, soft in texture and with a rich depth of colouring that one rarely associates with this kind of material. Entirely opposite in effect is a striped taffetas cretonne, with an eighteenth century French effect, in the most delicate colourings. There are charming English designs of the same period; fine reproductions of old brocades and embroideries, and innumerable good modern patterns. Just at the moment, by the way, it would be well worth while to pay a visit to this department, for Messrs. Maple announce a sale of 15,000 yards of cretonne at one-third off their usual price. The subject of curtains is so large that it leaves little space to discourse on blinds, although these, especially the more elaborate ones, with their fine appliqué lace and insertion ornament, deserve a chapter to themselves. Although they do not come under the heading of renovations, I must just mention the remarkable series of real Aubusson and genuine old tapestry panels, mostly of pastoral scenes, which are on view just now in Maple's salons. They alone are well worth a visit. Nor should the applied tapestry be overlooked. We reproduce here a Queen Anne settee, one of several pieces, in hand-made petit-point needlework tapestry, which will give some idea of the charm of this beautiful work.

In summer furnishing there is one item which very often is neglected, and that is cushions. Many women put fresh chintzes on their chairs as a matter of course and retain their satin or brocade cushions which have done duty all the winter, thus quite frustrating the fresh, cool effect they aim at. Yet if money has to be considered, cool white covers are cheap enough, and for those who can afford them there are the daintiest real laces and embroideries belonging to practically every period since lace came into household use. Even the imitations of these things have been brought to a pitch of perfection which makes them desirable to the most critical eye.

Take, for example, the fine filet net cover we illustrate, which may be obtained from Messrs. Robinson and Cleaver of Regent Street. Copied from an old design, and calculated to stand considerable wear and tear, this only costs a few shillings. At the other end of the scale there are exquisite things in linen lawn, encrusted with needlework, inserted with real filet or point de Venise and edged with fine Cluny lace, though even these may be obtained in many cases for something under two pounds, while head-rests to match are equally reasonable in price.

The fortunate possessor of a fine old mahogany table will find centre mats of linen or lace far lighter in effect than an all-over cloth for hot weather dinners, and these can be obtained very reasonably in a good embroidered linen, while in filet lace and insertion there are some lovely patterns. A set, by the way, comprises a centre-piece and twenty-four mats, both large and small. Table runners and tea-cloths lend themselves, of course, to the display of exquisite lace and needlecraft, though there is much to be said for the fine Madeira openwork embroidery for general wear, but I have recollections of a sumptuous cloth composed apparently of filet lace inserted with a triangular pattern in broderie anglaise in the finest lawn and medallions of point de Venise; the sort of thing that would be a lasting joy to the lover of beautiful needlework. To pursue the summer policy of something fresh upstairs as well as down, there are dainty lawn bedspreads, lightly embroidered and veined with a bold hemstitch, which would be ideal things in a country house. For town one rather inclines to a heavier material, and a pure linen inserted with wide filet, and edged with, say, a heavy Cluny, looks extremely well over a coloured slip, or even merely laid on the eiderdown, which many of us cannot yet discard; while some of the most effective patterns owe their beauty to the use of Irish crochet, which has no equal among laces for wear, and which no one has yet been able to imitate successfully.



FROM ROBINSON AND CLEAVER.

"Mummy! Don't forget Daddy's box of

WRIGHT'S COAL TAR SOAP—

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RACING NOTES.

THAT the Stewards of the Jockey Club have acted promptly in endeavouring to minimise as far as they can the disastrous consequences of the suspension of racing is evident from the announcement in the *Calendar* that the First Extra Newmarket Meeting will be held on the 15th, 16th and 17th inst.—days which would under normal circumstances have been included in the Ascot Week. A very interesting programme has been arranged, including the New Derby Stakes—a mile and a half on the Suffolk Stakes course—a sweepstakes of 100 sovs. each, with 1,000 sovs. added by Lord Derby for three year olds, entire colts and fillies which were entered in the *Epsom Derby*. There is, too, the New Oaks Stakes, a sweepstake of 50 sovs. each, with 1,000 sovs. added, for three year old fillies which were entered in the *Epsom Oaks*—also to be run on the Suffolk Stakes course; and a further interesting item in the programme is the June Stakes—to be run on the Suffolk Stakes course—of 20 sovs. each, with 1,000 sovs. added, for which the weights and allowances are the same as those in the conditions of the Coronation Cup at Epsom.

The respective merits of the best of the three year old colts and fillies of the year will, therefore, be tested—more severely tested, perhaps—than they would have been had the Derby and the Oaks not been struck out of the calendar; and that, from the bloodstock breeder's point of view, is a point of great importance, one, too, which will serve to protect the individual interests of the respective owners of these two races; for, though the glamour of the older races will be lacking, the prestige and value attaching to the winners will be exactly the same as if the races had been run at Epsom. The value of the stakes will, of course, be less by a great deal, and I am referring merely to the subsequent value of the horses. Should Pommern, for instance, win the New Derby, and should his owner wish to dispose of him, the colt would fetch no less money than if he had won the Derby itself.

The Suffolk Stakes course, over which the two classic races are to be decided, forms part of what we are accustomed to call the July course, and is, in fact, the last mile and a half of the old Round Course. Rising and falling gradients there are, but none so sharp as those on the Epsom race track, on which, better perhaps than anywhere else, the symmetry as well as the speed and stamina of a race-horse is put to the test. At Epsom a horse needs good back and loins to get up the hill, good shoulders and forelegs to come down the hill from Tattenham Corner, and must be well balanced and handy in order to negotiate the "Corner" without losing ground.

As a matter of fact, a Derby winner is nearly always true in make and shape, and is more often than not the best looking colt in the field. Be that as it may, the speed and stamina of the winner of the New Derby will be well tested on the Suffolk Stakes course, and he—it might, perhaps, be "she" if Vacluse runs—will be entitled to all the prestige attaching to the winner of the Derby. There is, by the way, a proviso attaching to both of the new classic races, that unless there should be ten runners the race is to be at the option of the Stewards, but it is to be hoped that they may not be in a position to exercise this option, for under existing circumstances it is to be expected that owners will lend all the support they can to the effort the Stewards of the Jockey Club are making on their behalf. From a racing point of view, the outlook is—as I have ventured to prophesy it would be—distinctly better than when these weekly notes were last written; for, in addition to the certainty that there will be other meetings at Newmarket, and the quasi-certainty that fixtures will be arranged at Newbury, there is some probability that the Government may on further consideration see their way to enable the Stewards to hold meetings at other places.

In this connection it might be worth noting that, taking Newmarket as the centre of a circle with a radius of forty miles, within that circumference there are about fifty training establishments, and that a similar process applied to Gatwick or Lingfield gives a result of sixty-two training stables; while the same process repeated with Newbury as a centre brings seventy-one trainers into the circle. Owners and trainers in the Midlands and further North feel strongly that their claims should be considered, and in that desire they have all the sympathy of those more fortunately situated. But we must bear this in mind—that whatever can be done in the

interests of the racing community without conflicting with what are, in the opinion of the Government, the interests of the country as a whole is being done and will be done by the Stewards of the Jockey Club. There is not, to my mind, the least use in "agitating"—none whatever. The Stewards know well all the ramifications of the kindred businesses of racing and bloodstock breeding—it may be taken for granted that they submitted all the great and varied interests at stake to the consideration of the Government; and if, having duly considered the whole question, the Government came to the conclusion that in the interests of the country it was advisable to suspend racing, the Stewards of the Jockey Club showed, I think, their wisdom and their clear perception of duty by their ready acquiescence with the request conveyed to them. We may, as individuals, agree or disagree—I myself disagree—with the wisdom of the decision arrived at by the Government; but that is not the point.

The Government took the steps they did in what, in their opinion, was the national interest. That being so, there is no more to be said, except that the whole-hearted support of the racing community is due to the Stewards of the Jockey Club, by whose wise discretion and patriotism we shall be safely guided. The suppression or suspension of racing must bring with it much individual hardship and distress; but, following the example set by His Majesty, who has given orders that none of his stable hands is to be discharged, other owners are doing what they can to help their trainers and those in their employ through evil days, and, should necessity arise, there is little doubt that further assistance to those in need will be found within the racing community itself; but, as I said last week, I do not see how bloodstock breeders—the majority of them—are going to carry on except at heavy loss, loss which many of them are quite unable to face for the second year in succession. This is, to my mind, the most serious consequence of the suppression of racing, because it must, in my judgment, inevitably react upon the national supply of light horses, horses suitable for military purposes. As a matter of fact, the country is now to all intents and purposes depleted of this class of horse, and it must be taken into consideration that owing to the nature of the military operations up to now, that is to say, for a period of nearly ten months, we have only been called upon to make good a relatively small loss and wastage of horses. What we have to supply in the coming phases of the great war remains to be seen.

We may perhaps be able to secure the number of horses we require from outside sources; but, looking further ahead, it seems to me that some scheme ought to be devised by which assistance could be given now to bloodstock breeders, not because they are breeders, but because the horses they breed are wanted—are necessary for the supply and improvement of the breed of horses of which the nation is and will be still more in want. Here, to my mind, is the position. This is—it should perhaps be said will be, unless the unforeseen should happen—the second bad season bloodstock breeders have had to face. Their great incentive to breeding is racing, partly because it is on the racecourse alone that the success or failure of their efforts is put to public or definite proof, mainly because it is to the wealthy people interested in racing that they are able to sell their yearlings at remunerative prices. Now, in the breeders' second bad season, racing being greatly curtailed, practically suspended, the demand for their stock is again greatly reduced.

The outlook for the future is anything but reassuring, and I am sorry to add that several of the smaller breeders—breeders who represent the backbone of the bloodstock breeding industry—have already told me that ruin is staring them in the face and that they intend to go out of the business. This is a very unsatisfactory state of affairs, for, apart from the huge amount of money invested in bloodstock and the money we receive annually from foreign buyers of British bred bloodstock, we have to remember that bloodstock—the thoroughbred horse—is the foundation, the maintainer and the improver of the whole national supply of light horses. The only way in which you can render practical assistance to a man who wants to sell something is to find him a buyer willing to pay a fair price, but how to do that for the average breeder of bloodstock under present circumstances I do not know. Even in Ireland, where racing is being carried on more vigorously than ever, breeders are not much better off,



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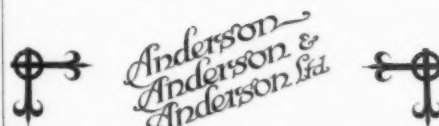
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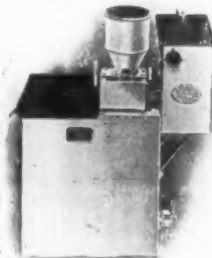
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From the Editor's Bookshelf.

A Star Astray, by Hylda Rhodes. (Holden and Hardingham.) THERE is something in this book which reminds us of Mrs. Gaskell's work. It is written with some of the careful ease and dignified discretion which we associate with Victorianism, and which, of all the Victorian novelists, Mrs. Gaskell possessed in a remarkable degree. Miss Rhodes has laid her scene in Lancashire, among working people, and she has chosen a hero and heroine of the refined and sensitive type, which we are inclined to think seems nowadays a little bookish and unreal, but which doubtless does exist (or at least appears externally to do so), if anywhere, among the devitalised population of our great English factory centres. The story has dramatic incidents in it, and is very sincerely and simply told, though one would have liked less sentiment and more originality, also a fresher gift of phrase which might have given a newer development to the somewhat hackneyed plot. Some of the characters are probably copied from life, but they lack the fire which a very unusual imagination can give to portraiture; those which we should guess to be purely fictitious fail to interest us much. We seem to see them all, but yet we do not feel them to be very important, and the cause of this must lie in some weakness of the author's own vision. She does not write without conviction, but rather without emotion, and emotion is the only quality that should never be lacking in a novel.

The Spirit of England, by G. W. E. Russell. (Smith, Elder.) MR. RUSSELL is at his best in a reminiscent mood. His recollections of the many interesting people he has known and of their recollections, his fund of stories and his little character sketches, have often gone to make up a pleasant mixture, for which we have felt thoroughly grateful. In these graver papers, for the most part republished, which touch on the various phases of the present war time, he has employed something of his old method. He has drawn freely upon his stock of memories, more especially in those papers dealing with other times when Britain has been at war or on the brink of it. Much that he has to say is worth reading, but we could wish that his political opinions did not break out quite so often. Mr. Russell quotes an interesting saying of Froude's: "I am accused of being prejudiced. It is quite true, and I am not the least ashamed of it. A good, stiff prejudice is a very useful thing. It is like a rusty weathercock; it will yield to a strong, continuous blast, but it doesn't go twisting about with every current of air." As Mr. Russell quotes this with approval, we may speak of his prejudices, and say that they will make a good many people feel hot and angry. That is an undesirable state of things at a moment when all should feel, as far as possible, friendly and united. For ourselves, we think that his tirade against National Service, in no case possessed of any great originality, leaves an unpleasant feeling behind it. Neither are we impressed by a literary judgment that classes together (page 235) Miss Marie Corelli, Mr. Hall Caine and Mr. Rudyard Kipling. But we also confess to have read much that he has to say with interest. We are disposed to think that those who do not like Mr. Russell's politics and have not good tempers had better leave this book unread. Those who are more sympathetic or more tranquil need have no qualms.

BOOKS RECEIVED.

The Great Snake Murder, by L. D. Stranger. (J. Richmond.)
The Book of the Fly, by G. Hursthouse Hardy. (Heinemann, 2s. 6d. net.)
Glossary of Archaeology (two vols.), by A. Norman. (Talbot, 2s. 6d. net each.)
Miss Esperance and Mr. Wycherly, by L. Allen Harker. (John Murray, 1s. net.)
Flemington, by Violet Jacob. (John Murray, 1s. net.)
The Complete Bachelor, by Oliver Onions. (John Murray, 1s. net.)
Septimus, by W. J. Locke. (John Murray, 1s. net.)
The Florentine Frame, by Elizabeth Robins. (John Murray, 1s. net.)
Practical Tree Repair, by Albert Peets. (Fidd Office, 7s. 6d. net.)
Affirmations, by Havelock Ellis. (Constable, 6s.)
Keren of Lowbole, by Una L. Silberrad. (Constable, 2s. net.)
Cardigan, by Robert W. Chambers. (Constable, 2s. net.)
The Good Comrade, by Una L. Silberrad. (Constable, 2s. net.)
By Order of the Company, by Mary Johnston. (Constable, 2s. net.)
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The Blazed Trail, by Stewart Edward White. (Constable, 2s. net.)
The Tramp, by P. Laurence Oliphant. (Constable, 2s. net.)
The Broken Bell, by Marie van Vorst. (Constable, 2s. net.)
Growth, by Graham Travers. (Constable, 2s. net.)
The Recording Angel, by Corra Harris. (Constable, 2s. net.)
Plant Breeding, by L. H. Bailey. Revised by A. W. Gilbert. (Macmillan, 8s. 6d. net.)
The Business Adventures of Billy Thomas, by Elmer E. Ferris. (Macmillan, 6s.)
The Gillingham Rubles, by Edgar Jepson. (Hutchinson, 6s.)
The War Speeches of William Pitt, selected by R. Coupland. (Clarendon Press, 2s. 6d. net.)
Chats on Old Silver, by Arthur Hayden. (Fisher Unwin, 5s. net.)
The Persistent Lovers, by A. Hamilton Gibbs. (Stanley Paul, 6s.)
The House of Many Mirrors, by Violet Hunt. (Stanley Paul, 6s.)
The Signal and Other Stories, by W. M. Garshin. (Duckworth, 2s. 6d. net.)
The Grey Friars of London, by C. Lethbridge Kingsford, M.A. (University Press, Aberdeen.)
The Valley of Fear, by A. Conan Doyle. (Smith, Elder, 6s.)
The World in the Crucible, by Gilbert Parker. (J. Murray, 6s.)
Reinforced Concrete in Practice, by A. Alban H. Scott. (Scotts, Greenwood and Co., 4s. net.)
Cours d'Anglais Illustré. (Modern Languages Press, 1s. net.)
English-Russian Vest Pocket Dictionary, by S. J. Luboff. (Leopold B. Hill, 1s. net.)
Tares, by E. Temple Thurston. (Chapman and Hall, 6s.)
The Busy Whisper, by Thomas Cobb. (Chapman and Hall, 6s.)
Tales from Shakespeare, by Charles and Mary Lamb. (Robert Scott, 7s. 6d. net.)

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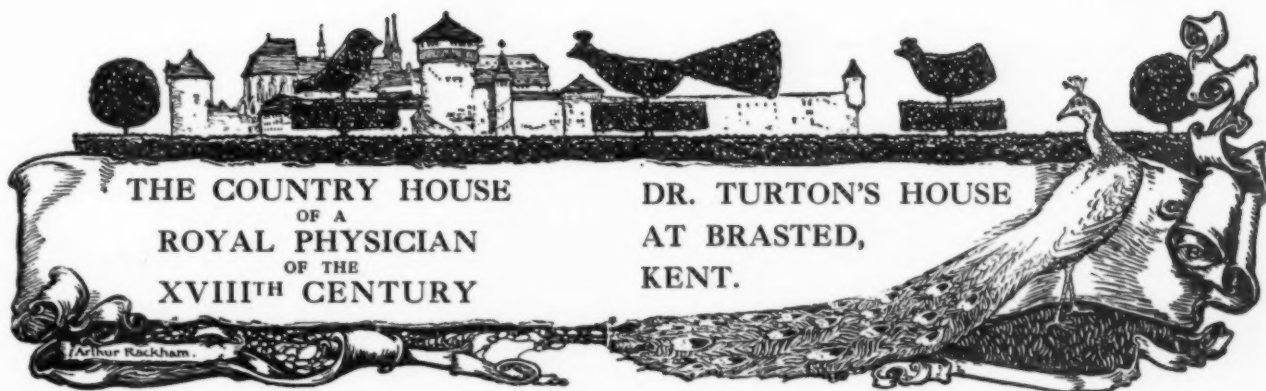
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George III. Here, at any rate, we ought to find the standard of health and convenience at the highest development it reached in the closing years of the eighteenth century.

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Horace Walpole has an allusion to the fashionable doctor which suggests that, in the age of port, the accompanying gout formed the basis of his practice. Writing to the Rev. W. Cole from Berkeley Square, January 27th, 1782, he describes the malady of his generation: "For these three weeks I have had the gout in my left elbow and hand, and can yet but

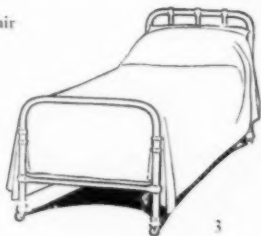
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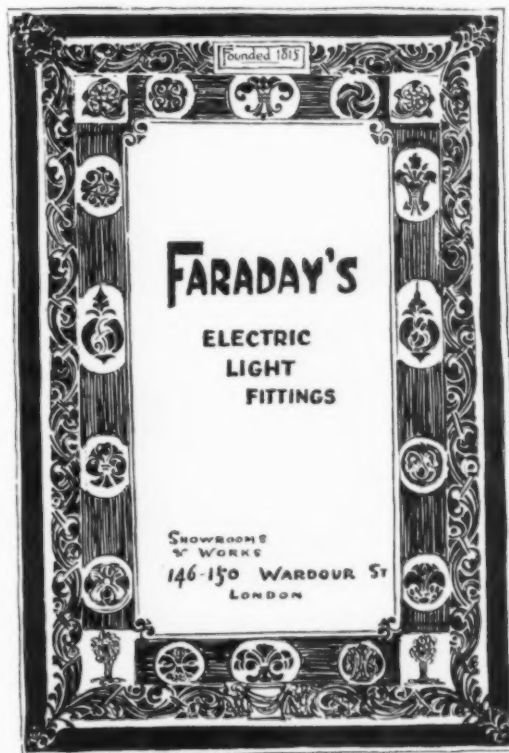
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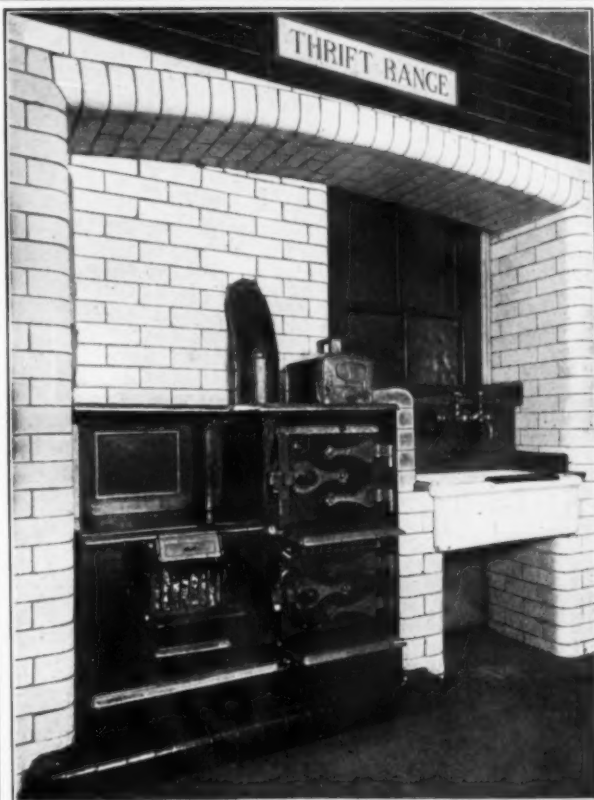
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A SKETCH BY ROBERT ADAM.



THE BRIDGE AS BUILT.

J. T. 1796.

just bear to lay the latter on the paper while I write with the other. However, this is no complaint; for it is the shortest fit I have had these sixteen weeks, and with trifling pain: therefore as the fits decrease it does ample honour to my bootikins, regimen and method. Next to the bootikins I ascribe much credit to a diet drink of dock roots, of which Dr. Turton asked me for the receipt as the best he had ever seen, and which I will send you, if you please. It came from a physician at Richmond, who did amazing services with it in inveterate scurvys, the parents, or ancestors at least, I believe, of all gouts. Your fit I hope is quite gone." There is something, perhaps, of the eighteenth century bedside manner in this courtly interest in dock roots!

About 1784 the doctor, who had amassed a large fortune, felt the need of country retirement, and his house-building at Brasted, in the Sevenoaks district of Kent, commences in August of that year. This is the only date on the various sets of plans prepared for him by the most eminent house builder of the day, Robert Adam. A curious tradition attaches to his popularity with George III, to the effect that his country retreat, an upstanding cube of masonry, with a fine portico on its southern face, would have had wings on both sides, had not his Royal patient proposed himself as a guest. By the legend, the terrified Doctor incontinently abandoned the wings and assured the King that his house was too humble an abode for Royalty. The only possible explanation of this myth may be found, perhaps, in the

fact that Adam's first design was far larger, eighty feet in extent instead of only fifty-five feet. It will be clear from the plans we give that no such wings as the tale implies were ever intended. The truth of the tradition, no doubt, derives from the abandoned larger scheme. That George III took an interest in his doctor's house-building activities is shown by the tradition that he presented to him the old turret striking clock of the Horse Guards, and that it was put up in the stable buildings. Dr. Turton purchased the property from Lord Frederick Campbell, and pulled down some older house where the stables and kitchen garden now stand. Adam was evidently pleased with the romantic possibilities of a glen-like footpath through the hilly slopes that border the main south vista. He made a sketch, now reproduced, of an interesting timber trestle bridge, setting off his design with landscape surroundings in the style of Gainsborough. The actual bridge erected is of rough stone, built as in ruin, which was a favourite ideal of the age. The tablet is cut in Roman letters:

J. T.
ANNO MUNDI
199 MDCCXCVI

so that it must have been completed after Adam's death in 1792.

Dr. Turton lived here until his decease, April 14th, 1806, and he is buried in the Parish Church. His wife was Mary, daughter and co-heir of Joseph Kitchingham of Balk Hall, near Thirsk. On her death, in January, 1810, the Turton real property amounted to £9,000 a year, with £60,000 in the Funds. It descended to a relative who assumed the name of Turton.

The house is built of sandstone brought from Tunbridge Wells, with courses about fifteen inches high, and the columns are in small drums. It is a pleasant cream and white stone with yellow markings, and the ornamental detail is surprisingly well preserved. This is due largely to the bold overhang of the cornice. The contrast of the fluting of the frieze on the main body of the house, with the graceful flowing lines reserved for the projections, is very well thought out. The idea of the tall portico was as a terminal to a narrow vista of trees which no longer exists, as the inner line has been cut out. It is remarkable that the Ionic caps are on the



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angle, Roman-wise, and not with baluster returns, the Greek method usual with Adam. The roof of the main building has been raised, and the original low wing of the office block, which Adam had contrived to sink and plant out, has been transformed into a large addition to the house. The interior has also been opened out and a new staircase built, for the attraction of the spot has been found to justify a large house, where in the eighteenth century only a small retreat was desired. It is precisely as a small house of the period that the scheme interests us to-day. It shows how far domestic comfort had progressed and what a Royal physician and architect thought was adequate in the way of bedrooms for family and servants respectively. The planning of the kitchen offices is, in fact, well above the average of that period, and the plans, prepared and modified, show that it was all very carefully devised.

Most of Adam's thought in the interior decoration was bestowed upon the drawing-room. The over-doors are from a design of his, in which, however, the existing painted figures have subsequently been inserted. Modifications in the decoration were made in particular when Prince Louis Bonaparte, afterwards Napoleon III, was tenant, about 1840, at the time his Boulogne escapade was in hand. The late Mr. William Tipping made the extensive additions about 1871, and remodelled the garden on formal lines. Old photographs of 1863, possessed by Mr. H. Avray Tipping, show the original roofing and sash windows and a general agreement with Adam's plans, except that one storey had already been added to the office block. Adam made a design in 1786 for the entrance and lodges, but these no longer exist. The house is now in the possession of Mr. Leslie Urquhart.

ARTHUR T. BOLTON.

ARCHITECTURE AND SCULPTURE AT THE ROYAL ACADEMY.



THE LORD WANDSWORTH INSTITUTION, HANTS.

E. Guy Dawber

THE effect of the war on the normal activities of the country is very clearly seen in the Architectural Room at the Royal Academy.

Many well known names are missing from the list of exhibitors, and it must be confessed that the quality of the work shown is distinctly below that of normal years. Nor is this result at all surprising. The architectural profession has done well in a military sense. About fourteen hundred of its members are serving with the King's Forces in one capacity or another. The Architectural Association, which is responsible for much of the educational work done in England, has turned itself into a recruiting agency, and its president holds a commission in the Royal Engineers.

Architecture is, above all things, an art of peace, and it is natural enough

that people should postpone their building enterprises until the national outlook becomes clearer.



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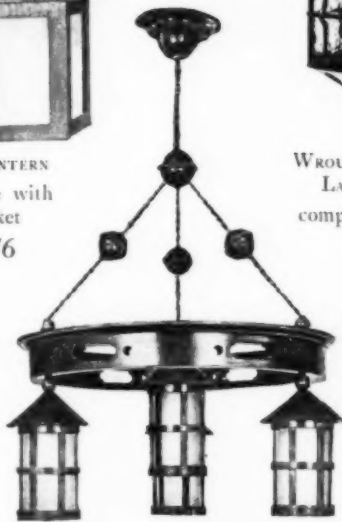


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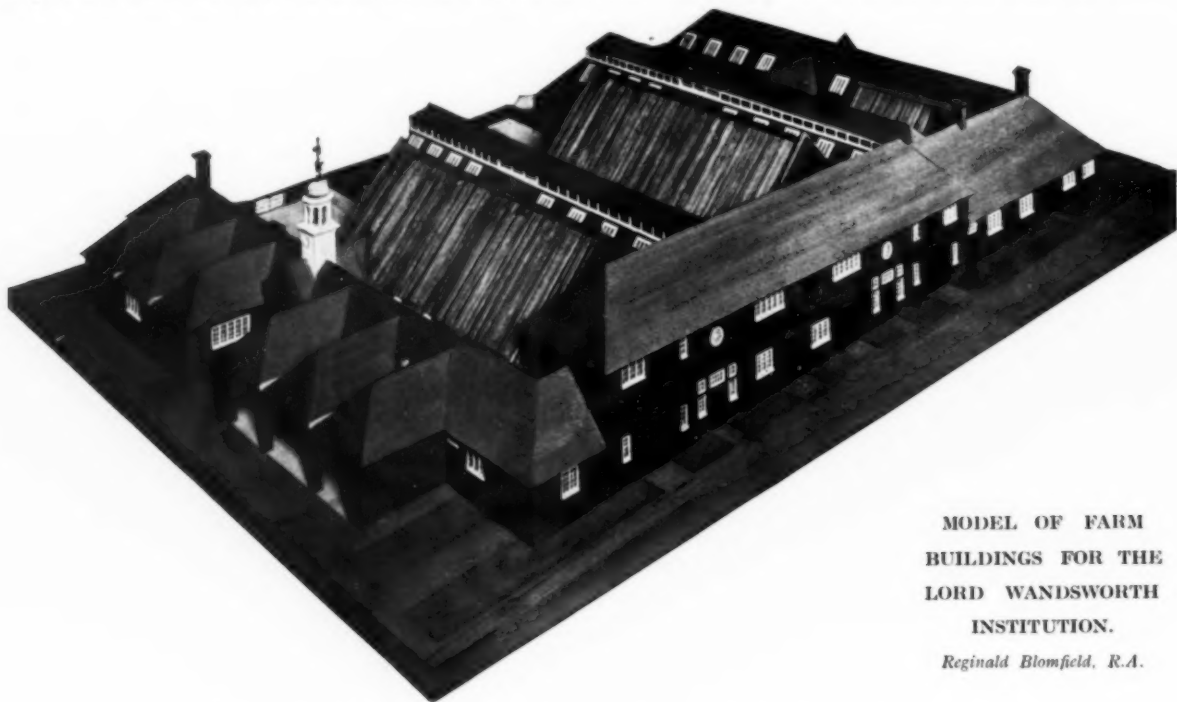
THE "DEVON" FIRE



REGD. TRADE MARK

The subject matter of the drawings shown at the Royal Academy may be divided roughly into three classes—public buildings, domestic work and churches. It is inevitable that all three categories should be affected by the war. The Government has forbidden Public Authorities, and with good reason, to proceed with schemes which involve an addition to their indebtedness, nor is there likely to be a recovery in this direction for years to come. The desire to

trustees. He has designed the gates at the entrance to the estate, and the Academy model of these is now illustrated. In order to appreciate the dignity of the composition it is necessary to bear in mind that the gates are flanked by long sweeping quadrant walls. Mr. Blomfield is also building a lodge and house for the assistant manager, and a block of farm buildings, the model of which is also illustrated. It is to be noted in the catalogue description



MODEL OF FARM
BUILDINGS FOR THE
LORD WANDSWORTH
INSTITUTION.

Reginald Blomfield, R.A.

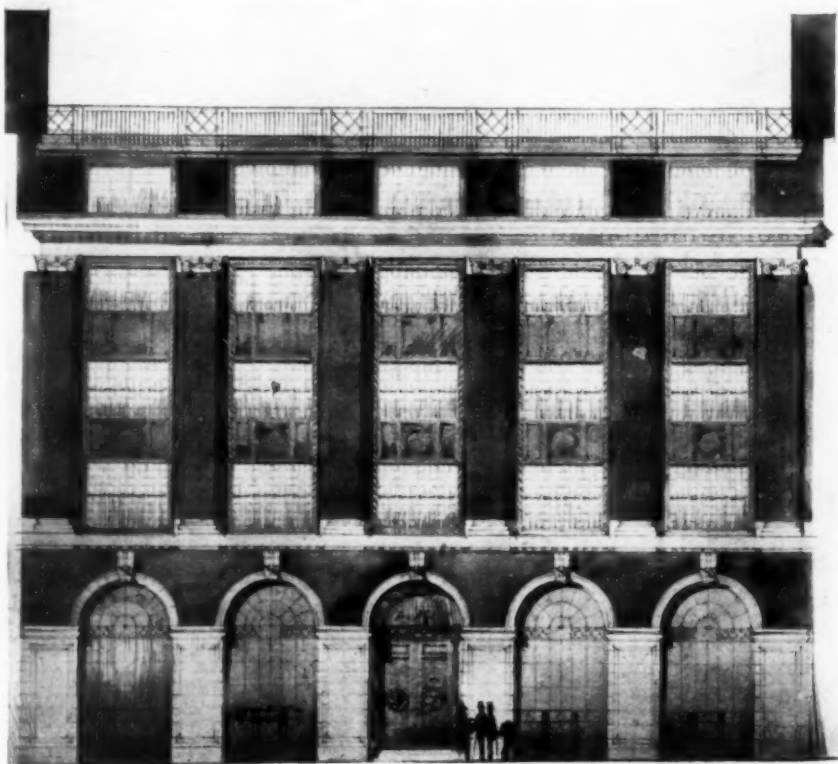
add to the importance of civic life by housing its activities in fine buildings is a very appropriate one in ordinary times. It is good that the value of the work done in local government and in education should be symbolised and expressed by noble architecture. Noble buildings add to the dignity of this public work, and they give an outlet for the development of civic art. All these considerations, however, must be swept aside at a time of supreme danger. It would be preposterous to allow an increase in national burdens for such purposes when every effort is strained towards securing the mere safety of the kingdom and Empire. It is inevitable, therefore, that we have come to a very lean time, during which the dignity of public art will secure only a slight expression.

With domestic architecture it is somewhat different. The reserves of private riches are not likely to be depleted so heavily that people will no longer think of building pleasant homes, but even in this direction the arm of the architect is likely to be greatly shortened.

In church building there must also be a great slackening of activity, for the offerings of the faithful are much more likely to be diverted to the relief of human suffering, and no one will say that it should be otherwise. Altogether, the outlook for architecture, not only in England, but in every country, combatant or neutral, is bound to be an unhappy one for years to come.

Turning now to the Royal Academy, we will consider first what its own members have contributed. One of the most interesting building schemes now in progress is the Lord Wandsworth Institution at Long Sutton, Hampshire. The late Lord Wandsworth left a great sum of money to found an agricultural college, and Mr. Reginald Blomfield, R.A., was appointed architect to the

that the plan for these buildings was supplied by Mr. C. S. Orwin. Mr. Orwin is Director of the Institute for Research in Agricultural Economics at Oxford University, and we have no doubt that the planning of these buildings will represent the last word in scientific efficiency applied to the farm. Unfortunately, permission is not yet obtainable to publish the plan, and no more can be said at present than that Mr. Blomfield has given a pleasing architectural shape to a type of building which is generally of ramshackle appearance.



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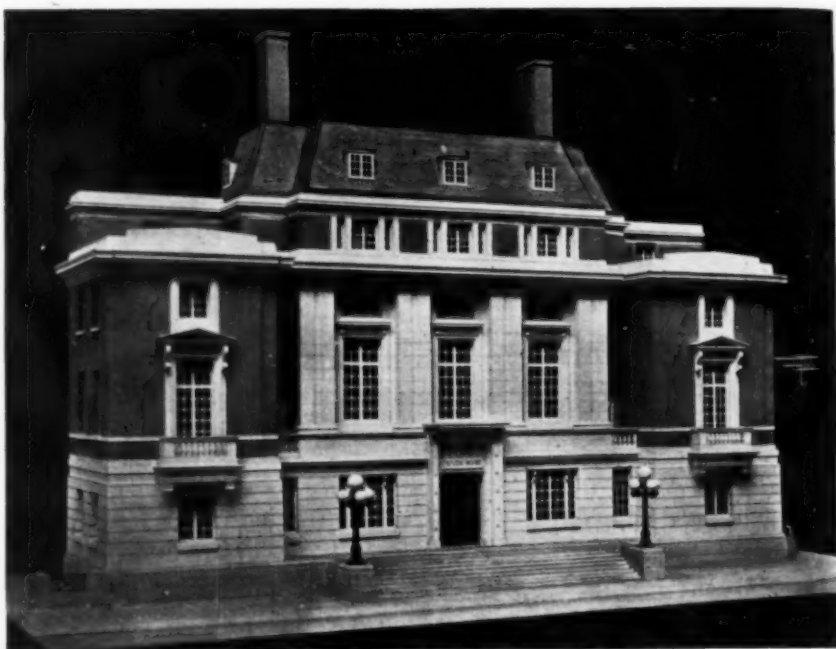
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For the design of the educational buildings of the Institution a limited competition was held, and judged by Mr. Blomfield. The carrying out of the work was awarded to Mr. E. Guy Dawber, whose very charming and dignified design is illustrated at the Academy by one of Mr. William Walcot's characteristic water colours. The grouping of the buildings is simple and direct, and it is safe to say that no other institution of the kind will be so admirably housed.

Of the other two full Academicians, Sir Thomas Jackson is represented by designs for a church in Canada, and for additions to the Museum of Archaeology at Cambridge. Sir Aston Webb exhibits nothing.

Turning to the Associates, it is disappointing to find nothing by the hand of Mr. Lutyens, but presumably it is not yet time to supplement the general scheme of the Viceroy's Palace at Delhi (shown in last year's Academy) by more detailed studies. Professor Prior is also unrepresented. Sir Ernest George has been busy in India, and shows a court in the Shirpur Palace at Indore, and some houses there, designed for the Maharaja Holkar. Mr. Ernest Newton, who is not only an Associate, but for the second year is sustaining, in very difficult times, the Presidency of the R.I.B.A., is unrepresented in the field where he has done so much. He shows no country house, but exhibits an unattractive representation of a very interesting design for a bank in Lombard Street. The tendency of the designers of buildings



OFFICES OF THE WATER BOARD.
H. Austen Hall.

in cities is to develop the elevations with broadly marked compartments by means of piers and horizontal bands, leaving the resulting panels to be divided in an unobtrusive way so as to give the maximum of daylight. This method is shown very well in Mr. Newton's building. The arched treatment of the ground storey and the framing above it give a dignified expression to a simple commercial need.

Among the churches, Sir John Burnet's design for the Christian Scientist building in Palace Gardens Terrace, Kensington, will attract considerable interest. Sir John has wisely not relied upon any of the definite historical traditions which we associate with church building, but has set about housing a new religion in a new way. If the building seems to suggest rather a civil than a spiritual intention, that is perhaps all to the good.

Among the churches of more normal type must especially be mentioned the Catholic church at Northfleet designed by Mr. G. Gilbert Scott, who is building the great Anglican Cathedral at Liverpool. Mr. Scott has conceived the tower on very massive lines, but one is a little doubtful about the buttresses on either side of the great entrance door. They do not seem to be quite an organic part of the design.

Professor Adshead and Mr. Ramsey show an interior of their Church of St. Anselm, Kennington, of which the exterior appeared in last year's Academy. The drawing suggests a very spacious effect, which, it may be hoped, will be realised, but the seating (which the artist slurs over) is a great enemy to spaciousness, as Wren discovered.

Mr. Robert S. Weir shows a drawing of his marble and mosaic decoration for St. Andrew's Chapel, Westminster Cathedral. This work is now in progress, and the admirers of Bentley's great church will look forward with much interest to the completion of this chapel. Mr. Weir is a close student of the Byzantine manner, and his decorative scheme is full of interest.

There are no better designs on the Academy walls than two of Mr. Herbert Baker's, one for a House in Johannesburg, and the other of a Medical Research Institute in the same city. Both are represented in drawings by Mr. Walcot. The house in particular is set out with engaging splashes of blue and green, emphasising the broad eaves and the fine arcaded loggia of the building, which sits firmly on a terrace of rough masonry. The Institute is a fine building on a courtyard plan, and both are good examples of Mr. Baker's various and masculine treatment of his art. Among other works represented by



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Mr. Walcot's brush are the south-west front of Sledmere, Yorks, the home of Sir Mark Sykes. This was a characteristic eighteenth century work by Carr of York, and suffered seriously by fire a year or two ago. Its restoration was placed in the very capable hands of Mr. Walter Brierley, who must be regarded as the true successor of Carr of York.

Among the schemes for public buildings is the design by Mr. Vincent Harris for the new Board of Trade Offices, which has already been illustrated in COUNTRY LIFE. He also exhibits an impressive competition design for the Parliament Buildings at Ottawa. Among the unsuccessful designs for the Board of Trade Offices is that by Mr. Robert Atkinson and Mr. Alexander. It not only shows a large architectural feeling, but is also admirable in the refinement of its detail. The design for the Belfast Art Gallery by Mr. Geoffrey Lucas and Mr. Arthur Lodge is strong, and shows some novelty in grouping. The Royal Infirmary at Bristol by Mr. H. P. Adams and Mr. Charles Holden is an austere and even stark conception, which expresses one modern outlook on architecture, but rather suggests that the disregard for suavity is dearly bought. Professor C. H. Reilly shows his design for the new School of Architecture at Liverpool, a simple and broadly treated elevation which needs to be considered in conjunction with the special purposes of its planning. Mr. P. Morley Horder's Cheshunt College, Cambridge, is a successful modern interpretation of collegiate design, but justice is not done to it by a rather unsatisfactory drawing. Cambridge has been rather more fortunate than Oxford in its modern buildings for University use, and although Cheshunt College is only half built as yet, it is a notable addition to the city. Its grey pantiled roof surmounting the stock brick walls marks a pleasant return to a forgotten East Anglian tradition. Mr. H. Austen Hall's New Central Offices for the Metropolitan Water Board is a straightforward exercise in



CHRISTIAN SCIENCE CHURCH, KENSINGTON.

Sir John J. Burnet, R.S.A.

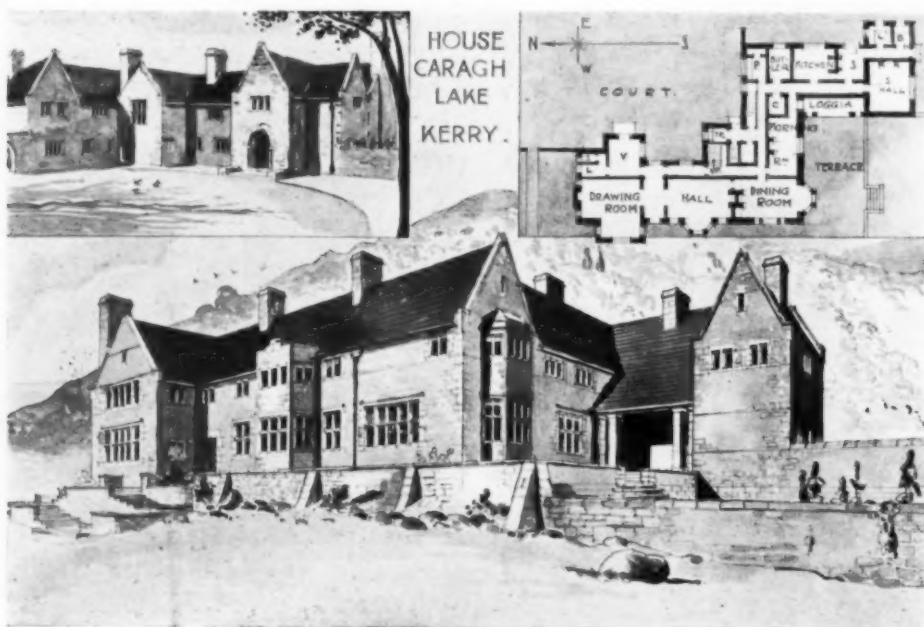
classical treatment, well shown by a model, of which a photograph is now reproduced. Mr. Eustace Frere's Offices for the General Medical Council are simple in character, and the design for the new Government Buildings at Cardiff by Mr. Allison of H.M. Office of Works is a satisfactory example of official architecture.

As we have already noted, the amount of domestic work shown is disappointing, but what is worse, not encouraging in quality. The country house is seen still to be too much under the dominion of mere picturesqueness, and not to have escaped from the weariness of barge boards and the like. There are, however, some good exceptions. Pride of place may be given to the most grandiose, which is Mr. Cyril Farey's Soane Medallion Design for a Residence for a Royal Personage in Scotland. Mr. Farey has produced a slightly fantastic but very interesting palace. At the other end of the scale he shows in another drawing five simple little houses at Hampstead, all very admirable in their kind.

Mr. H. M. Fletcher sends a good design for a house at Tilford, Surrey, and we are glad also to notice Mr. Curtis Green's house at Forest Row, Sussex, which received the first prize in one of our COUNTRY LIFE competitions. The house has now been built, and we hope shortly to publish photographs showing it in being.

Modern domestic architecture in Ireland cannot be said to have kept pace with developments in England and Scotland, and it is the more pleasant therefore to see Mr. Morley Horder's drawings of the house on Caragh Lake, Kerry, which has been built for Sir Home Gordon, Bart.

Ireland has no traditions for such work. There is a grievous gap between the efflorescence of early native art which created the round tower and the characteristic mediæval work of the Irish churches and the Georgian revival which left so great a mark on Dublin. The sixteenth and seventeenth centuries, during which great national styles blossomed in England, were eras of misery and the suppression of all civilising influences in Ireland. An enslaved nation cannot produce a living art, which is the expression of national joy in freedom and progress.



A HOUSE IN KERRY.

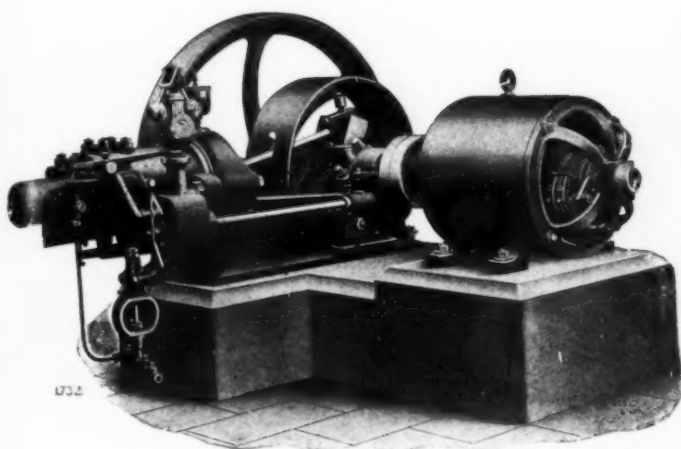
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SOLD EVERYWHERE.

So it is that the architect of to-day has no local traditions to observe, and is wise to let the idiosyncrasies of the local materials and the character of the country guide his hand. The wild beauty of Kerry, blent of water, rock and tree, suggested that no formal motives should be imposed on the design, but that the house should be modelled demurely and solidly of native rock and slate. Mr. Morley Horder has done admirably in a situation which yielded no authentic precedents.

SCULPTURE.

We may now turn to the Sculpture Rooms, which have not suffered in the same way from the war. Indeed, the sculptor will have all too many opportunities for exercising the art of memorial design. Few military monuments seem yet to have been begun, or have not, at least, got so far as the exhibition stage. Of those so far shown, there is not much to be said in favour of No. 1,720. The two memorials at the Academy which will attract most attention are the great medallion in honour of the late Norman Shaw, one of the greatest figures in nineteenth century architecture, and the mural tablet to Captain Scott and his comrades of deathless memory. The Norman Shaw medallion is a plaster cast of the finished

bronze now fixed on the wall of New Scotland Yard. It was modelled by Mr. Hamo Thornycroft, R.A., and it is well to supplement the catalogue description by pointing out that Professor W. R. Lethaby was associated as architect in its design. Nothing could be more appropriate than that Shaw's memorial should be attached to the great building which will be always one of the chief monuments of his genius.

This work raises a very interesting general question as to who are the proper people to design memorials, and there has never before been a time when the rightness of the answer meant so much both to the artist and the public. We may turn for illumination to the greatest period of monumental design, the *Quattrocento*. In the golden days of the Italian Renaissance, the greater artists plied all the arts indifferently. With them the proverb, *Arsuna, species*



SILENCE.

Sketch model of a figure for a tomb.
W. Reid Dick.



MEMORIAL TO CAPT. ROBERT FALCON SCOTT, R.N., C.V.O.
AND HIS COMRADES, TO BE PLACED IN ST. PAUL'S
CATHEDRAL.

S. Nicholson Babb

mille, was a working rule. Donatello and Michelozzo turned readily from modelling the figure for a tomb to designing a palace. In the following century, Michelangelo and Leonardo da Vinci carried the essential unity of all the arts to the summit of its logical expression. In our own time, the genius of Alfred Stevens blossomed in the same way, but ordinarily, architecture and sculpture seem to be kept in water-tight compartments. To this divorce must be attributed the failure of English monumental design. When the sculpture is admirable *quâ* sculpture, it is often made ridiculous by feebleness in the design of the architectural elements. On the other hand, monuments mainly architectural in character not seldom lack that enrichment and vitality which it is the function of sculpture to provide. We cannot blame our artists because they are not Michelangelos, but we can at least demand that architects and sculptors shall work together in unison. It is well to say frankly that sculptors' architecture is generally poor stuff. The success of the Norman Shaw medallion must be attributed largely to the fact that a sculptor and architect were jointly concerned in its making.

One of the more ordinary types of memorials to soldiers and sailors consists of a sculptured portrait set in an architectural frame, which is decorated by subsidiary sculptured figures of a symbolical or narrative character. A good example of this is the memorial to Captain Scott and his comrades, which is to be placed in St. Paul's Cathedral. The sculptor's work is good, but there seems to be some lack of distinction in the architectural accessories. The little

GARDEN SCULPTURE

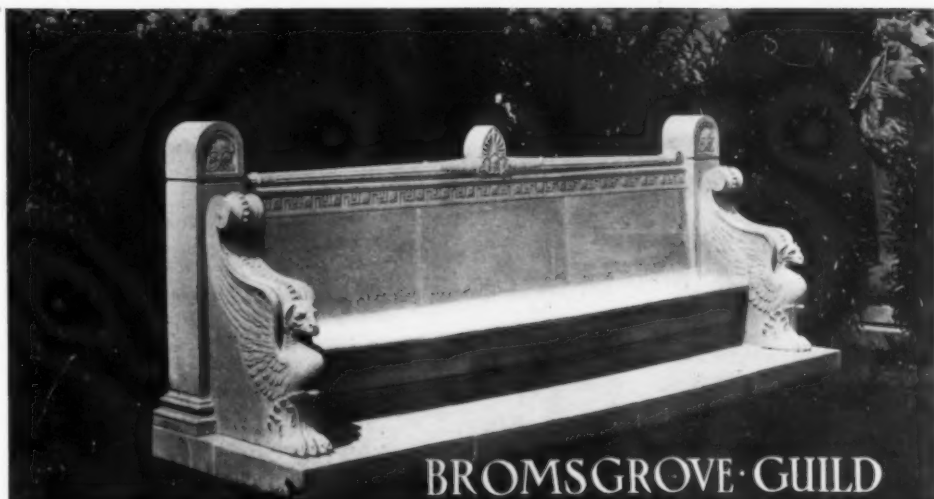
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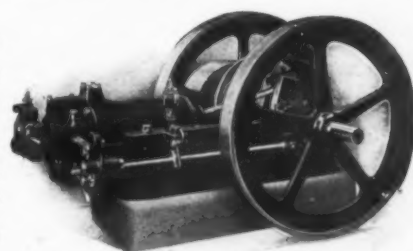
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cartouche dropping from the bottom of the memorial cannot be regarded as happy. English monumental design is generally weak in its symbolical and emotional appeal. The ordinary maker of monuments is not averse to decking them out with emblems, but they are usually banal. In quite another spirit is the delightful sculptured figure of *Silence* (now illustrated) by Mr. Reid Dick. It does not appear that it is for any specific monument, but it shows that Mr. Dick brings a fine restrained feeling to his work. It is much to be hoped that those who are responsible for setting up the thousands of monuments following the accumulating tragedies of the war (whether they are to individuals or to groups, such as regiments and the old boys of Public Schools), will realise that the responsibility rests on them not to repeat the distressing artistic blunders which



NORMAN SHAW MEDALLION.

Hamo Thornycroft, R.A., and W. R. Lethaby.

followed the South African War.

English memorial art then showed itself not merely barren but almost extinct, and the artists of to-day may be said to be on their trial. It is to be hoped that architects and sculptors alike will not be ashamed to learn something from France in this matter. The monuments set up in Paris during the twenty years or so which followed the Napoleonic Wars are full of dignified suggestion.

Above all, let it be borne in mind that memorial design is the function not merely of the stone-cutter, still less of the trader in monuments, but of the artist who brings to his work not only technical skill, but the power to express the national emotions of pride and gratitude with a truly spiritual force.

England is not lacking in abundant talent of a high order, but the ultimate responsibility for its employment rests with the public.

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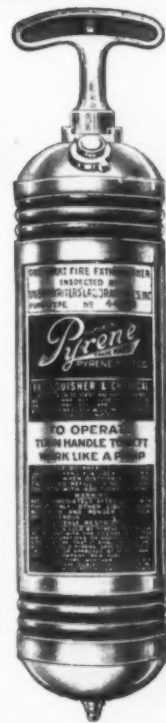
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What is needed is a far-seeing sense of the spirit of "patronage" (the word is used in its old and good sense). If people are too lazy to seek out the right type of artist, they will get the monuments they deserve, which will be bad beyond description. It is, no doubt, easy to order a tablet from the catalogue of a big store, which will purvey brasses and contorted marble in the most obliging manner. It is odd that a man who will not buy ready-made the perishable art enshrined in a morning coat should be willing to honour the memory of a fallen hero by a stock pattern monument, but so it often befalls.

We may turn now to a less grave manifestation of the sculptor's art, *i.e.*, the creation of figures which shall furnish the garden.

Among the sculptures which have been expressly modelled as garden ornaments, reference must be made to



A YOUTH.

R. G. Wheaton.

of shape immediately, unless provided with a very elaborate internal arrangement of iron supports. These would be difficult enough to provide in the case of the hound. A subject which is going to be cast in lead should not have any slender or projecting parts, and the figure should stand squarely over its base. The eighteenth century sculptors had their troubles in this direction, as the collapsed condition of many an old lead garden figure amply testifies.

A more suitable subject for casting in lead is the "Chatouilleuse," by Mrs. Stabler. The Academy catalogue describes this as being in bronze, but it is obviously of lead. The French title may, perhaps, be fairly translated as "slightly ticklish"—a fair description of the charming little lady as she sits on her flower-begirt seat. The figure is small, and, indeed, may be described as a statuette rather than a statue, but it will look charming if placed on a simple stone pedestal, or as the decoration for a pier at the end of a terrace parapet. The main point to emphasise, however, is that this is a subject which is perfectly appropriate for casting in lead, as there are no projections which could lose their shape by the sagging of a soft material. By the same token Mr. John Angel's delicate little figure, "The Vintage," is obviously cast rightly in bronze. Although it is very small, it would look charming on a tall and slender pedestal in one



ENDYMION.

Lillian M. Wade.

"Autumn," a lead figure of a boy for the gardens at Ape-thorpe Hall, by Mr. Henry Pegram, A.R.A. Miss Lillian Wade shows a group of "Endymion with a Hound," which, as the catalogue tells us, is to be executed in lead, and erected in Cowdray Park. It is a fine figure, but should surely be cast in bronze and not in lead. Lead is admittedly the most appropriate material for a garden figure in England, but it has its own technical limitations. The metal is so soft that a projecting arm, and particularly, as in this case, the paws of the hound, would fall out

of those little secluded rose bowers which give such a pretty aspect of surprise when used as a subsidiary element in a big garden scheme. No less may be said of the same artist's "David," a photograph of which is also reproduced.

Mr. Wheaton's figure of a youth, a pleasant meditative conception, which fits it well for garden use, has a pathetic significance. The model was a Fulham lad, named Bert Fay, who was killed on May 26th at the front, where two of his brothers are also serving.

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Architectural and Building Construction Plates. Part II, by W. R. Jaggard. (Cambridge University Press.)

THE preface to the thirty plates in this portfolio states that they cover an advanced course for architectural and building students, but they will be no less valuable in the offices of big estates, where much building work is devised. Not only are the plates good in their practical presentment of the details of brickwork, carpentry, joinery and the like, but where "half inch" drawings are shown they are of such fine examples of work as the Orangery at Kensington Palace; Queen's College, Oxford; Redland Green Chapel, etc. Mr. Jaggard's draughtsmanship is admirably clear and the plates should prove very useful.

The Grey Friars of London, by Charles Lethbridge Kingsford. (Aberdeen: University Press.)

LEARNED England has often been compared unfavourably with Germany on the ground that our publishers cannot undertake the issue of historical works, showing fine scholarship but appealing to a limited public, for lack of proper support. It is true that valuable books on archaeology, art and the like, which can be published profitably in Germany, would spell disaster to an English firm; but the critics of this state of things forget that we have our own way of filling the gap, *viz.*, the Publication Society. Individualistic and suspicious of co-operative effort as we are, a vast amount of sound and scholarly work is accomplished by little societies of a few hundred members, such as the Henry Bradshaw Society (liturgiology), the Walpole Society (history of painting) and the British Society of Franciscan Studies, which exist, not to meet and talk, but to publish matter which would otherwise never be available for the student. A vast amount of admirable work in the editing of documents is done for such societies by our foremost scholars, as is appreciated when one takes up *The Grey Friars of London*, the last volume of the Franciscan Society. Mr. Kingsford's work is always a delight to the historical student, who will never be out of debt for his *Stow's Survey of London*, the best edited work of its kind ever issued in England. The London Franciscans—whose home and church, fronting on Newgate Street, gave place in turn to Christ's Hospital and to the General Post Office, until the ecclesiastical character survives only in Wren's Christ Church, on the site of the Friars' Church—were an important element in the spiritual life of the city. The Register of the Grey Friars is a good deal more than a bare record of deeds: it serves, indeed, as a collection of materials for the history of the Order in London. The church was a fashionable burying place for City notables, and even for queens and other Royal persons, as well as for great Franciscans, stout churchmen who were executed for being Pilgrims of Grace, and makers of history like "The Holy Maid of Kent." All this and much more that concerns the Londoner is set out so readably and with such clarity that antiquaries are plunged into still deeper debt to Mr. Kingsford.

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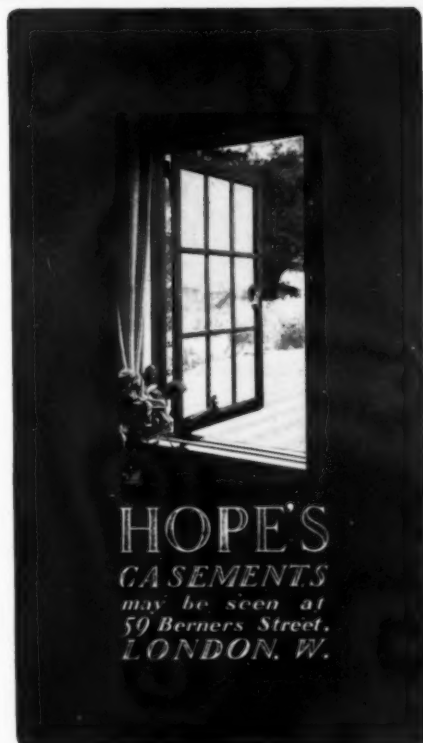
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Egyptian Temples and Mosques, by W. J. Palmer-Jones. (*Academy Architecture.*)

THIS album of lithographs, by the very skilled hand of Mr. Palmer-Jones, reveals two Egypts and two religions. Luxor, Medinet-Habu, Thebes, the Ramesseum, Karnak, the Colossi of Memnon, and not least the Sphinx, are the ever-enduring marks of a pitiless theocracy and of an art matching the greatness of the royal power which it expressed. The exuberant life of the Nile, set in the vast sterility of its enclosing desert, finds its answering note in the rich delicacy of detail set in an architectonic immensity which is paralleled in no country and no age. The spiritual and racial characteristics of ancient Egypt as seen in its buildings have been translated by Mr. Palmer-Jones with a broad certainty of touch. He sees the essentials and lets the

rest go. That is not to say that he slurs over details, but that he selects those which are significant. The simple black of the lithographer's stone has not hindered him from bathing the Ramesseum in sunlight on one plate and showing it glooming in the dusk in another. If his pictures of Mohammedan Egypt of to-day impress us less, it is because the subjects do not call up the same sympathy either in the artist or in his public. His "Cairene Funeral" is a charming study, but it is trivial by the side of the temples which are the greatest world monuments of funerary art. Which doubtless explains why he devotes six plates only to the Egypt of to-day and fourteen to the Egypt which survives only in her deathless monuments. The portfolio is a pleasant possession both to the lover of great buildings and to the connoisseur in the art of lithography, now enjoying so strong a renaissance.

DEFECTS IN COTTAGE PLANNING.

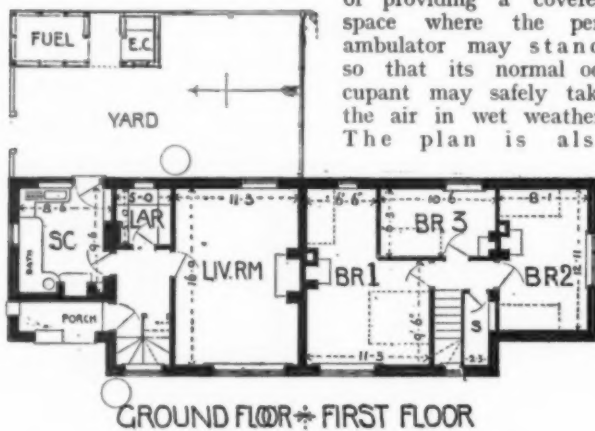
A RECENT note on cottage planning emphasised the difficulty of providing even a small parlour without raising the cost of the building. It is necessary, therefore, to see that there shall not be the smallest waste of space. The following examples show some pitfalls to be avoided.

The nearer that the designer gets to a plan of simple rectangular outlines without breaks, the more economical does the wall building become.

Fig. A shows octagonal projections for the stairs, which would be very costly to build. Porches are desirable things, but they become expensive if the space they occupy comes under the main roof, as in Fig. B. It is fair to say, however, that a porch of this kind has the practical value of providing a covered space where the perambulator may stand, so that its normal occupant may safely take the air in wet weather. The plan is also



A.—UNNECESSARY BREAKS IN WALLS.

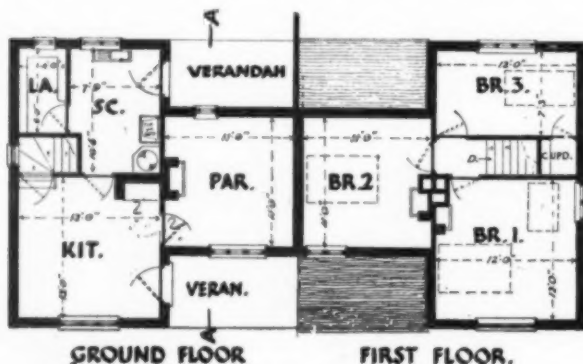


GROUND FLOOR & FIRST FLOOR

SCALE 0 5 10 15 20 25 30 FEET

B.—EXTRAVAGANT PORCH AND STAIR SPACE.

extravagant in its provision of hall and stair space. If, for perambulator reasons, a large porch is thought necessary,

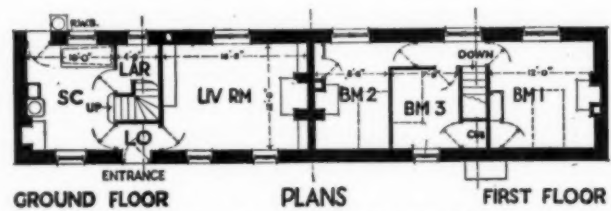


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C.—VERANDAHS A LUXURY.

economy should certainly forbid verandahs such as are shown in Fig. C. This plan is particularly bad because the two verandahs shade both windows of the parlour, which would thus be a very dark room. Open-air life becomes increasingly popular in this country, but has not yet spread so far as to be demanded by the agricultural labourer, who prefers the comfort of his chair in the kitchen. In this connection, however, it may be pointed out that the Valley Rural District Council has been stirred up by the Welsh Housing Pioneer Company to build some cottages each with an open court (with a bedroom over). This court is intended as an open-air bedroom for consumptives.

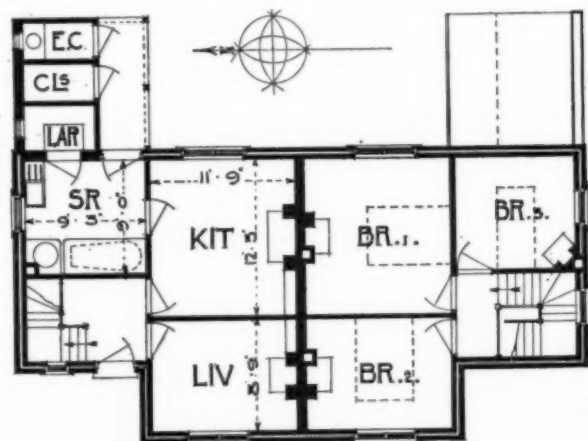
For economy of wall building the ideal plan would be an exact square, as that form encloses the largest space for a



GROUND FLOOR PLANS FIRST FLOOR

D.—PLAN TOO MUCH EXTENDED.

minimum amount of wall; conversely, the narrower and longer the cottage, the more expenditure on wall building in proportion to the floor area provided. Fig D shows a plan, costly in this respect, and it must be remembered also that the thinner the house, the colder the rooms.



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Our last illustration shows a difficulty in cottage planning of another sort. The back additions of the two cottages forming a pair, and comprising under their roofs larder, coals and E.C., face towards each other. This is undesirable. With a plan of this kind it is better that the two sets of offices should be in the middle under a single roof, not only for reasons of economy in building, but because it makes for a greater privacy as between the two tenants.

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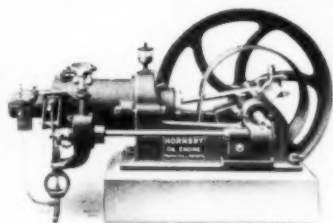
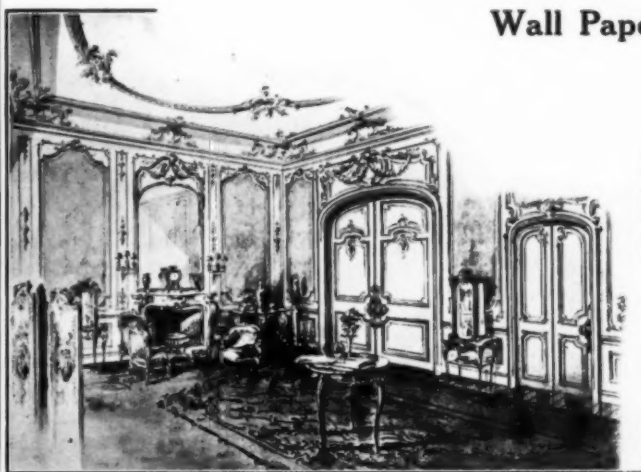
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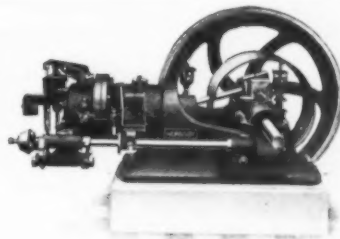
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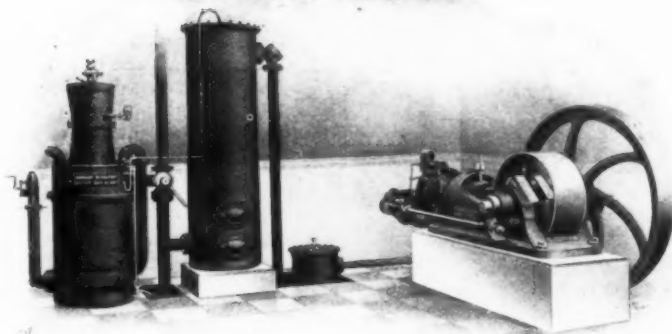
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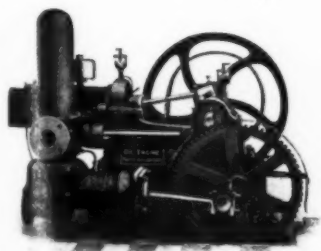
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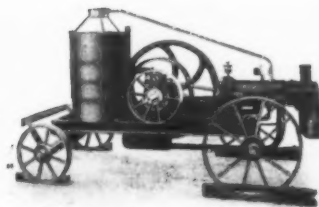
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RACING NOTES.

LAST week's *Calendar* was at once interesting and disappointing—interesting because it contained the list of entries for the New Derby and the New Oaks, as well as the altogether phenomenal entries for handicaps and other races embodied in the programme of the First of the Extra Meetings at Newmarket; disappointing because it made no reference to fixtures at Newbury or at any other centre than Newmarket. So that, subject to whatever other arrangement may eventually be made, all that we are able to look forward to in the way of racing in England is twenty-eight days at Newmarket. The idea of racing at Newbury has, I hear, been abandoned on account of difficulties arising in connection with the railway service. Other places there are, however, so situated that the ordinary train service could run without the slightest risk of causing any inconvenience to the conveyance of troops or munitions, or that, if necessary, visitors and horses could easily reach them by road. A correspondent writes me, by the way, pointing out that "in the North meetings at such places as Ripon, Thirsk and Catterick Bridge would be of real assistance to North Country owners and breeders, and could not possibly interfere with the military or industrial emergencies of the moment." These and all other matters in which the interests of the racing community—breeders of bloodstock included—are involved have received, and will continue to receive, the careful consideration of the Stewards of the Jockey Club, and at that they may be left. The speech delivered by the Senior Steward—Captain Greer—at the meeting of the Jockey Club last week should, by the way, be placed on record as being a singularly lucid and impartial exposition of the reasons which have led to the suspension of racing. Here it is:

Captain Greer said that the Stewards desired to place on record the following full explanation of the attitude they had adopted with reference to the suspension of racing, and asked for the approval of the Club to their action. He said that they had throughout endeavoured to act in accordance with the policy of the Jockey Club as laid down at their meeting in September last, and confirmed at the meeting on March 16th. It was then decided to continue racing at those places where the holding of race meetings did not interfere with the public service, and where the feeling of the locality was not opposed to their taking place. In accordance with that policy they had continued racing, abandoning, from time to time, any meeting the holding of which was shown by constituted authority to interfere in any way with the public service. They had throughout maintained that, appreciating so fully the widespread unemployment and consequent distress which a suspension for an inadequate period would entail, and also the injury which would be inflicted on the horse-breeding industry, they should definitely decline to order a suspension on their own responsibility. When, however, the Government informed them, in the clearly stated terms of Mr. Runciman's letter to the Senior Steward, that the continuance of racing interfered with "the rapid and unimpeded transit of troops and munitions and the special condition of the munition areas," and requested them to order its suspension at all places except Newmarket, they felt that they were only obeying the clearly expressed will of the Club by instantly and loyally complying with that request. The Stewards considered that they were bound to assume that the Government, before making a request for drastic action, had carefully studied the consequences of such action on the racing and horse-breeding interests, and that, with the recognition of the injury to those interests before them, they still felt that other considerations of national importance connected with the successful prosecution of the war outweighed the hardships which the fulfilment of their request must entail.

The members of the Club unanimously expressed their approval of the Stewards' action.

The "unanimous approval of the Stewards' action" will be heartily endorsed by everyone.

It is true that it has never before been found necessary to enforce so drastic a suspension of racing; but there was a time when, owing to the wars in which the country was engaged, a certain number of racecourses were closed down. Thus, in Whyte's "History of the Turf," published in 1840, we find: "So great had been the decline of racing in England during the fifty years preceding 1798, from the wars which were carried on during that period, that we find the annual races had been discontinued at the following towns and places." Of these

"towns and places" there were eight and forty, and, as a matter of fact, in 1800 only sixty-six racecourses were open in England, five in Scotland and four in Ireland. Singularly *à propos*, by the way, of the present situation is the author's comment that "it was not until after that great battle in which the British arms conquered liberty for nations that, deriving fresh vigour from peace, racing again flourished."

It is fair to remember that in those days racing was nothing like what it is now, nothing like the vast business into which it has developed, a business in which money in millions is invested, and upon which many thousands of people are dependent for their means of earning a livelihood; nor was the bloodstock breeding industry then, as it is now, a national asset of great importance—an asset we can ill afford to lose. Now to look through the programme arranged for the First Extra Meeting at Newmarket next week—the entries for the New Derby and the New Oaks in particular. Of the twenty races to be decided in the course of the three days' racing fourteen are already closed—the remaining six will be closed before these notes appear—and for these the prodigious number of 650 entries has been received. The handicaps in particular have been well supported, there being, for instance, eighty-seven entries for the Visitors' Handicap (six furlongs), seventy-five for the Three Year Old Handicap (a mile) and sixty-six for the Chesterfield Handicap (five furlongs). These and other handicaps will, no doubt, be so dealt with by Mr. Dawkins that flattering acceptances will follow the publication of the weights and, more perhaps to the point, big "fields" will follow the acceptances—"fields" undreamed of in connection with racing on the beautiful "July Course." Now about the "War" Derby, to which, by the way, quite an international interest is lent by the entry of the two French-bred colts, Le Melior and Florimond, and the Franco-American Chickamangwa—the last by Rabelais (sire of Long Set) out of Merchant, winner of the Stewards' Cup in 1909. In such betting as there is, Pommern is decidedly favourite, a position to which Mr. S. Joel's colt is clearly entitled on "form" as disclosed by the records of races past. There is, however, some doubt as to whether or no he will be able to stay the mile and a half, especially on the Suffolk Stakes Course; but that doubt seems to me to be based more on the fact that we have not yet seen him asked to gallop further than a mile in public, than upon anything the colt has done to suggest that he is deficient in stamina. Admitting that Pommern can stay, there are, nevertheless, one or two points worth thinking about before accepting him as a certain winner of the Derby. In the Two Thousand Guineas he beat Tournament, easily, by three lengths; but in the Newmarket Stakes both Danger Rock and Let Fly also beat Tournament, and by a rather greater distance. It is very probable that Tournament does not stay, but my recollection is that the two colts in question had got him beaten some way from home. Then, there is Lord Rosebery's beautiful filly, Vaucuse.

We do not know that she stays; neither, for the matter of that, do we know that she cannot do so. We do know, however, that she can gallop to some purpose, for, if any reliance can be placed on the "timing" of the two races, she won the One Thousand Guineas in 2 2-5sec. less than Pommern took to win the Two Thousand Guineas; but it should not be forgotten that Pommern won his race very easily, whereas in the One Thousand Guineas Silver Tag kept Vaucuse going until the winning post was passed. Achtoi, like many of Santoi's stock, is evidently an improving colt, but may be just a bit outclassed, though his running with Passport makes him out to be pretty much on a level with Danger Rock. King Priam will probably find the Suffolk Stakes Course more to his liking than the Epsom race track, but will, I think, have to improve a good deal on his most recent running if he is to figure as a Derby winner. Mr. E. Tanner can, at all events, tell, through Carancho, what prospect King Priam has of beating Rushford. Gadabout stays well, but may be short of speed; and My Ronald may not be quite so good a colt as his very sporting owner believes him to be. Public form will probably be the best guide, when all is said and done, and in that case Pommern should win the New Derby on Tuesday next, his most dangerous opponent being, I think, Vaucuse. As for the "Oaks," Vaucuse, if fresh and well, will, I take it, win that race; but if Lord Rosebery's filly has run for the Derby and is feeling the effects of her efforts, then Silver Tag will find her opportunity.

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COMPULSORY REGISTRATION OF TRAVELLING STALLIONS.

ACAREFUL study of the report of the administration of the grant for the encouragement of the breeding of light horses just published by the Board of Agriculture has convinced me that the time has come for the compulsory registration of all travelling stallions. If we look carefully over the Board's register we shall note that practically all the leading stallion owners have registered their horses. The war has raised our standard of duty to the community and there need be no hesitation in saying that to make money by travelling an unregistered, and therefore a presumably unsound, horse is not a legitimate method of profit. The better looking and indeed, in some ways, the better a stallion is, the more mischief he does. Such horses often produce good-looking stock and cause through their filly foals a number of mares to pass into circulation, some of which will undoubtedly become brood mares. They and their produce will have possibilities of unsoundness in themselves and the probability of passing on their own defects to future generations. The existence of such horses prevents our expenditure on light horse breeding from bearing the fruit we might reasonably expect, and thus increases the cost of horse-breeding to the country. It is necessary, too, to protect the smaller horse-breeders (who are the backbone of horse-breeding) from themselves. We all know the force of local influences, the power of ignorance and the indolence of human nature.

We are told by the Board that next season it is intended to travel all King's Premium horses at a uniform fee of £1. This is a wise and sound step. But if the ordinary travelling "screw" is brought to a man's gates for 10s. the temptation in many cases is irresistible. Now if we turn to the list of horses rejected by the Board we shall find that 106 were refused, and of these nearly fifty per cent. were rejected for spavin, ringbone, sidebone and cataract. Supposing these horses present themselves to a breeder of no great knowledge with the remark that these diseases are not necessarily inherited but are the result of blows or accident, how are we to be sure that the man will not accept the excuse, since it will quite probably be made in good faith?

Both stallion owner and his client are possibly ignorant of the fact that although a blow may be the apparent cause of such infirmities, yet there is generally a congenital tendency in the horse to bone disease or cataract. I am firmly convinced that the tendency to throw out exostoses is hereditary. I would not breed from a horse with splints if the colt was wanted for fast work. Even small splints may be the cause of breakdowns. What becomes then of these rejected horses? They, at all events, might be forbidden to travel. A step in the right direction.

There is another reason for the compulsory registration of stallions which are to travel. The presence of these horses takes away from the custom that would otherwise come to the King's Premium and other registered stallions. Let me give an example during the past spring when I was judging stallions: While I was waiting I strolled round the field, and among the horses I saw a good-looking stallion. When the horses came before me I noticed that this one was not among the competitors. He had been spun for spavin. Now I am tolerably sure that this horse has been used since. Probably his owner cast scorn on the veterinary inspector and assured intending clients that the veterinary surgeon did not distinguish between coarse hocks and spavin.

In this case there could be no doubt of the presence of bone spavin; but there are so many doubtful cases that I should not as a rule convict a horse of spavin on a single opinion. This is by the way. In the case tested above, the horse ought not to have been allowed to travel. It is not suggested, of course, that at present unsound stallions should not be allowed to stand at their owners' farms. Even the Germans did not I am told venture so far; but they have long ago prohibited unsound horses from travelling, which is all that is desired here at present. Horse breeding has hitherto been a private matter, supplemented by Government help; the time has now come when, as the result of the war, and still more owing to the stoppage of racing, it must be a national concern. I am not going to criticise the wisdom or unwisdom of stopping racing, but this is certain, that if we are about to cut off from horse-breeding a great source of supply and divert large sums of capital, then we must be

prepared not only to expend more money, but to take steps to prevent any of the money we are spending being wasted, and the permission to unsound stallions to spread disease is surely of all things the most wasteful. X.

AGRICULTURAL NOTES

LAND AND LIVESTOCK.

IN any year this is an interesting return, but it is much more so during a period of war. The first fact that strikes the student is that land, although at a decreased rate, continues to go out of cultivation. During the last ten years the process has all gone in one direction, although sometimes it has been a little more active than at others. Then, the total number of agricultural holdings is but infinitesimally increased by the Small Holdings Act. In point of fact, there is an absolute decrease from 435,677 to 435,124; but it is made up of shrinkage in the number of large holders. Practically speaking, the figures remain the same. Farmers show a tendency to grow more wheat, and this was steadily developing for many years before war broke out. Potatoes, turnips, swedes, mangolds, are crops which fluctuate, and we need not, therefore, pay much attention to the figures, which, indeed, are not very significant in any direction. The increase in land under strawberries continues, but it is balanced by a shrinkage of the orchards. When we come to other crops we find some curious facts. Thus, brussels sprouts are grown on 11,574 acres, mostly in the Eastern Counties; cawdlower was planted on 7,975 acres, of which the most widely grown is Kent; under kohlrabi there were 15,760 acres, a very great increase over 1913. There is a large increase in carrots and a decrease in onions, a considerable increase in celery and a perceptible one in rhubarb. The acreage under sugar beet, which rose from about 500 acres in 1910 and 1911 to about 4,000 acres in the next two years, showed a sharp decline in 1914, the total, 2,334 acres, being little more than half that returned in 1913. Nearly the whole of this crop is grown in Suffolk and Norfolk, each of which returned smaller areas, Suffolk reducing its area by 1,162 acres (50 per cent.) and Norfolk by 421 acres (30 per cent.)

Permanent grass shows an increase of 44,601 acres. This is rather disconcerting, as it is generally accepted now that better returns are obtained from arable; but perhaps the scarcity of finding labour may to some extent account for it.

In regard to livestock the report is unsatisfactory as far as regards horses. Those on agricultural holdings showed a decrease of 2,600 as compared with 1913; but there was a very considerable increase in cattle, especially in cows and heifers in milk. The milking herd of the country in 1914 was the largest recorded since the returns were first collected and it is spread very generally over the whole of the country. The number of cattle under one year old was the largest ever recorded since this class was separately distinguished in the returns in 1893, the total, 1,266,443, being 125,162, or 11 per cent., greater than in 1913. The increase was general throughout the country, every division showing much the same proportionate increase. The number of sheep was not the smallest on record, simply because that distinction was achieved by 1913. The better feature was that the number of lambs returned was 7,269,809, or 259,419 more than in 1913.

The increase in Wales, where every county returned increased numbers, was nearly 13 per cent., while only 2 per cent. more were returned in England. The chief increases in England were returned from the north-western and northern divisions, with additions of 9 per cent. and 5½ per cent. respectively, while the west-midland returned nearly 3 per cent., and south-eastern 2 per cent. more than in 1913. The eastern division showed a decrease of about 5 per cent., the north-eastern division about 3½ per cent., and the south-western about 1½ per cent. less than in the previous year. The shortage of pigs in 1913 was pretty well made up in 1914. Every county returned increased numbers of "other pigs," the total for the country, 2,141,097, being 319,850 greater than in the previous year. As in the case of sows, the greatest relative increases were in the northern and north-western divisions, where the additions were 29 and 26 per cent. respectively; and the smallest relative increases in the eastern, south-eastern and south-western divisions. Although Wales returned fewer breeding sows than a year previously, "other pigs" in that country showed an increase of 20 per cent.



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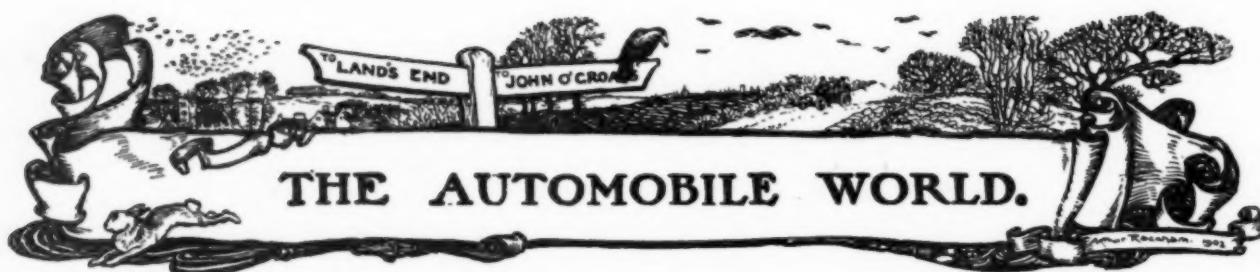
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A PREFATORY NOTE.

IN this issue we devote special attention to certain aspects of motoring which concern the car owner who drives and cares for his own vehicle. There is a very good reason for considering this particular aspect at this particular time. We have more than once emphasised in these columns of late the great need for skilled motor drivers in connection with the mechanical transport of the Army Service Corps. For this work, the regularity and punctuality of which is absolutely essential to the well-being and success of our armies in the field, it is useless to employ men who have obtained merely a smattering of knowledge in the course of a few weeks. While it is possible to manufacture a safe enough driver of a motor car, and one whose skill is adequate to make motoring enjoyable to himself and his friends, by means of a short course of lessons and a limited amount of practice, this does not mean that the really complete motor driver can be produced from the raw material at short notice.

The driving of military vehicles means the handling of cumbersome and heavy machines over abominable roads. Much of the driving must be done at night, and the difficulties are increased by the necessity for travelling in convoy; that is to say, with a short fixed interval between each vehicle and the one following it. The ordinary motorist may have a little trouble with his gears, or, as a result of some small neglect, may suffer temporary delays on the road, without any more serious consequences than a little inconvenience or delay to himself and his party. One motor lorry, on the other hand, situated, say, half way along the length of a convoy, and more or less inefficiently handled, delays not only itself but the whole column. Moreover, at times it may be very necessary for some difficult manoeuvre to be performed as quickly as possible. No risk can be taken when the service is responsible for the food and ammunition supplies of the armies in the field. It is the best drivers who are wanted for this work, and none of us ought to stand in the way of their enlisting, or fail to encourage them to do their duty by every means in our power.

What we want to emphasise here is that the temporary sacrifice of a paid driver need not entail putting one's car away, since the necessary skill to handle it for one's own enjoyment or

use can very quickly be obtained. The ordinary motorist is not, or need not be, perpetually called upon to perform difficult feats. Provided that he errs rather on the side of safety, it is seldom, if ever, that he will find himself in a position from which no one but a very skilled driver could extricate his car without an accident. Furthermore, the practice of the art of driving a car is in itself very enjoyable and interesting, and there is many a car owner who, spurred on in the first case by necessity, will find in the long run that when his paid driver returns to him, he will frequently wish to take the wheel himself. As an employer his position will be strengthened, since it is only by knowing how to do a thing yourself that it is possible to judge properly as to whether others are carrying out their work efficiently.

While we cannot profess to teach motor driving on paper, there are many points in connection with which useful information may be given to those who up to the present have been car owners but not practical motorists, and it is to the elucidation of some of these points that the following articles are devoted.

THE OWNER-DRIVER'S CAR.

IT is impossible within the limits of our space to go into all the points which make the various leading cars upon the market particularly suitable for the use of owner-drivers. We may, however, refer briefly to a few of the facts emphasised by some of the principal manufacturers. First of all, as regards body design, what is evidently needed is some type of car in which the driver will actually form one of the party and will not occupy a detached position. The ordinary open car is, of course, ideal in this respect, so long as the protection afforded by the hood and screens can be regarded as adequate in view of the weather conditions that may be encountered.

Many makers emphasise the importance of the one-man hood, which can be both opened and closed without assistance. Then, again, the wind-screens should be so designed as to remain firm in any one of the positions in which they may need to be set, and to give the driver a clear line of sight.



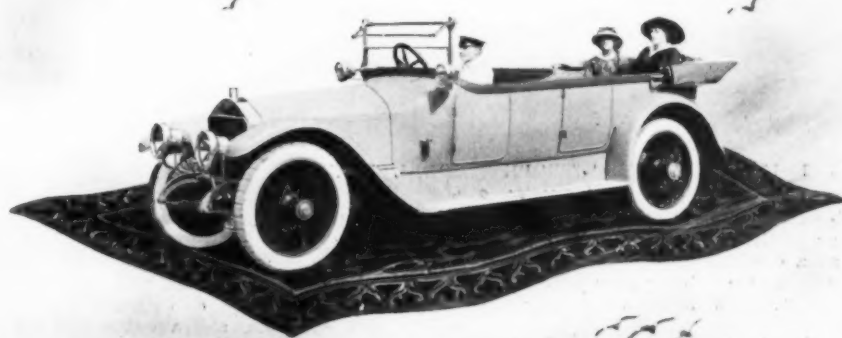
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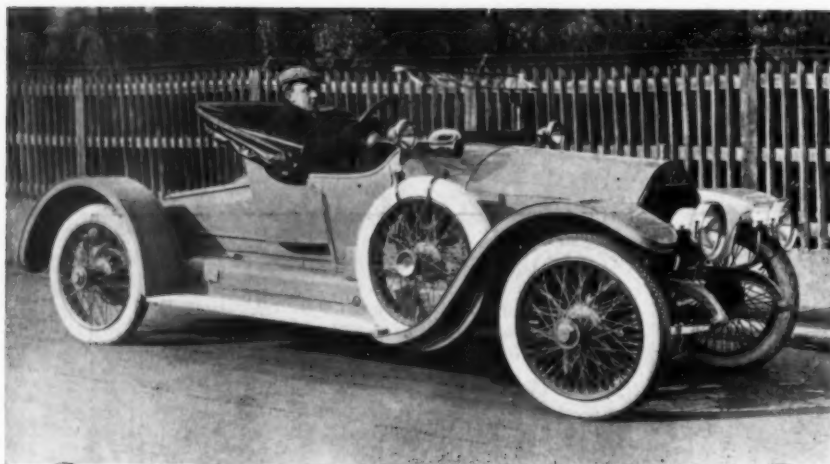
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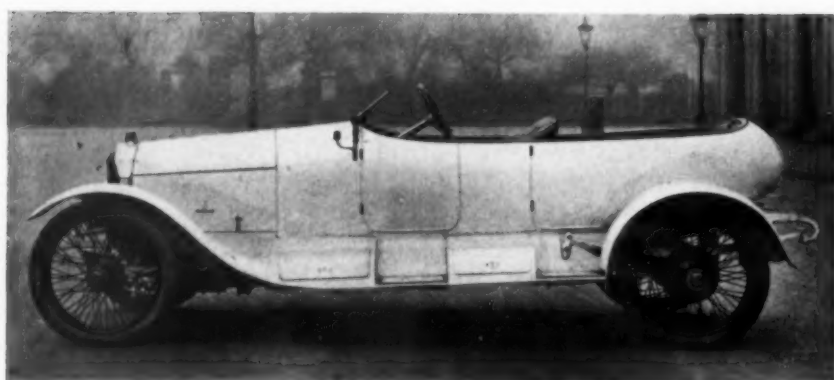
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If a body capable of being closed is selected, there is much to be said in favour of the cabriolet, which presents a good appearance either as a closed car or as an open one. Then again, the Pullman saloon type of body gives perfectly adequate protection, and certainly makes the driver entirely one of the party with his passengers.

In the details of body design we come to the question of the physical comfort of the driver and his relief from fatigue on long journeys. These points have now been very carefully studied by all the principal manufacturers. It is quite usual for the driving seat to be adjustable, and the same applies to the pedals controlling the clutch and brake and the accelerator. The owner-driver should carefully test a new car from this point of view, making sure that everything is just in the right position for him, that the slope of the seat is comfortable, and that the gear and side brake levers are ready to his hand. He should also notice whether the clutch and brake pedals produce the desired effect without undue work. The clutch pedal should move easily, and should effect a gradual engagement without shock. In many good cars the steering column is adjustable, which renders it easier to arrange matters with an eye to the driver's comfort.

As regards the mechanism, the engine ought to be of clean appearance and devoid of external complications. The carburettor should be very accessible, and enquiries should be made into the ease with which it can be dismantled in case of a choked jet or some other small trouble. It should be possible to remove the magneto bodily for examination without any difficulty. In the matter of engine accessibility, there is, of course, something to be said in favour of those cars in which the radiator is situated aft of the engine, while as regards engine control,

personal preferences should be consulted as to the alternative methods of control by accelerator pedal, by a throttle lever on the steering column or dash, or by a combination of the two methods. The presence of an automatic engine starter, either electrical or mechanical, is, of course, a very great convenience, but if a starter is fitted it is worse than useless unless it possesses sufficient power to perform its functions under all reasonable conditions.

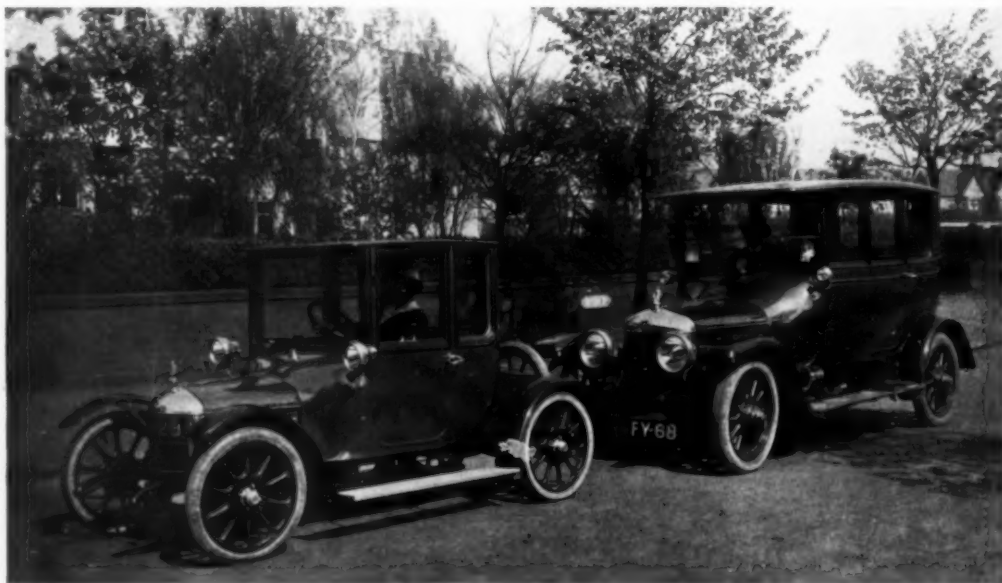
While on the subject of the electrical outfit, reference should be made also to electric lighting equipments. In this branch, if not in the matter of engine starters, this country has done valuable pioneer work. The C.A.V. system has, of course, been particularly prominent, and its makers have been largely instrumental in proving to the public the reliability of electric light, as well as the convenience of a system which makes all the lamps available by the mere movement of a switch. Even when electric engine-starters and lighting equipments are fitted, it still continues to be an advantage if the driver can reach his seat fairly easily from either side, and so can avoid disturbing any of his passengers.

When the duties of refilling petrol and oil tanks fall to his own lot, the motorist begins readily to recognise the advantage of large and accessible fillers for his tanks, and also of a really well thought out system of lubrication which is dependable in action and does not waste oil and consequently need frequent replenishment. In a really good car the moving parts do not show signs of wear for a very long period, provided they are properly lubricated. The means of lubrication should, of course, be as convenient as possible. The only exception

to the general rule ought to be the brake shoes, which, if the brakes are frequently applied, must necessarily wear and require periodic adjustment, and even renewal. The points to be noted are, therefore, the accessibility of the means of adjustment of the brakes, the ease with which adjustments can be made, and also the ease with which, when necessary, the brake shoes can be renewed.

As regards wheels, the detachable variety has obvious advantages in eliminating tire repairs upon the road. The wheels should be so designed as to be easily cleaned, quickly attachable and detachable, of good appearance, and without an unnecessary number of corners to harbour dust.

As we point out elsewhere in this series of articles, the cost of motoring is not merely the original price of the car. A good car will save money in numerous ways by involving a very low repair bill as well as low operating costs for fuel and oil. The actual results in this respect can be checked by the experience of others. The manufacturers of any good car can always bring forward conclusive evidence on these points.



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PENALTY OF LEADERSHIP

IN every field of human endeavor, he that is first must perpetually live in the white light of publicity. ¶ Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. ¶ In art, in literature, in music, in industry, the reward and the punishment are always the same. ¶ The reward is widespread recognition; the punishment, fierce denial and detraction. ¶ When a man's work becomes a standard for the whole world, it also becomes a target for the shafts of the envious few. ¶ If his work be merely mediocre, he will be left severely alone—if he achieve a masterpiece, it will set a million tongues a wagging. ¶ Jealousy does not protrude its forked tongue at the artist who produces a commonplace painting. ¶ Whatsoever you write, or paint, or play, or sing, or build, no one will strive to surpass or to slander you, unless your work be stamped with the seal of genius. ¶ Long, long, after a great work, or a good work has been done, those who are disappointed or envious, continue to cry out that it cannot be done. ¶ Spiteful little voices in the domain of art were raised against Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. ¶ Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced, argued angrily that he was no musician at all. ¶ The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his boat steam by. ¶ The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. ¶ Failing to equal or to excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant. ¶ There is nothing new in this. ¶ It is as old as the world and as old as the human passions—envy, fear, greed, ambition, and the desire to surpass. ¶ And it all avails nothing. ¶ If the leader truly leads, he remains—the leader. ¶ Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. ¶ That which is good or great makes itself known, no matter how loud the clamour of denial. ¶ That which deserves to live—lives.

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IMPORTANCE OF THE TIRES

VERY much of the pleasure and the comfort of motoring always depends on the wise selection of the tires, and when a motorist is his own driver additional importance attaches to this factor. The trouble is that, in the matter of his tires more than in any other sphere, the motorist has to put himself into the hands of the manufacturer. It is perfectly impossible to tell from the outside of the tire whether the manufacturer has put into the inside materials of the quality which ought to be there. It is often said with some truth that when you buy tires you get what you pay for. In other words, if you pay a good price you get a good tire. This is to an extent true, but it would perhaps be more accurate to say that if you do not pay a good price, you do not get a good tire. The converse is more correct than the original statement, and this for the reason mentioned above, that it takes time and experience to find out whether a tire sold at a good price is really a good article or not. While we cannot cut the tire to pieces to see for ourselves, and would probably learn very little if we were to do so, we can at least take certain useful precautions. A good tire cannot be produced, except by a fluke, unless its producers are backed by the results of scientific research, by at least fairly prolonged manufacturing experience, and by the possession of those practical facts that are only obtainable when the tires have been in use upon the roads in large numbers.

With these advantages intelligently applied to the equipment of machinery, the selection of materials, the methods of manufacture and so on, it is possible to build a good tire. At the same time, there is always the temptation to cut quality, or to reduce the number of processes, with a view to increasing the profit on each individual article. This temptation is great, because the buyer cannot detect the change with any certainty. He cannot tell, for instance, whether the rubber compounds employed are of a somewhat cheaper quality than hitherto, or whether the raw materials from which the canvas is manufactured are the most perfect obtainable. He is, as we have said, in the hands of the manufacturer, and it is therefore upon the reputation of the manufacturer and the importance of that reputation being maintained that he must depend for quality. Whatever the nature of a purchase, the reputation of the firm from whom we buy is an important factor. It becomes less important as our ability to judge of the real qualities of the goods purchased increases. When, as in the case of a tire, our ability to judge is practically nil, the factor represented by the reputation of the manufacturer reaches its highest value, and practically the only advice that can be given is to buy from a firm of such well established repute that it cannot afford to risk its good name by giving anything but thoroughly good value.

The choice between plain tires, grooved tires, rubber-studded tires, steel-studded tires and so on, depends mainly on the circumstances under which most of one's driving will be done. For all-round use, many motorists like to have two steel-studded tires placed diagonally—say, one on the near rear wheel and the other on the off front wheel. There are some circumstances under which a tire with a rubber tread gets a much better grip than one fitted with a leather band and steel studs. As to the size of tires, it is always well to err on the side of having them too large. In no case should it be assumed that the tires originally fitted to a car are really adequate for their work. The tire manufacturer, if he is supplied with data as to the axle weights of the car when

comes for re-treading. It is thus in the interests of the tire manufacturer's reputation to advise very full inflation. Some of them go farther in this respect than the motorist will care to follow them; but if he will not take their advice as to air pressure he had better, if possible, fit tires of still larger section than those recommended.

In the interests of tire life, it is quite essential that the car wheels should be kept in good alignment. If there is any doubt on this point, the wheels should certainly be tested. Some tire



A WOLSELEY INTERIOR, SO ARRANGED AS TO MAKE THE DRIVER ONE OF THE PARTY.

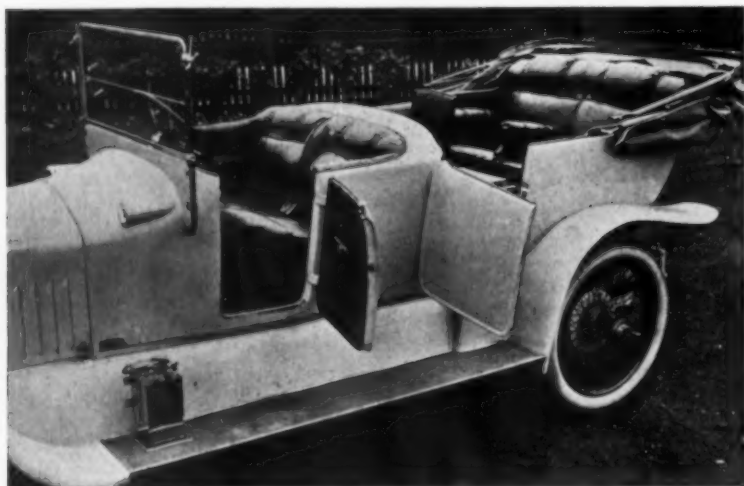
manufacturers will undertake this work at any of their depots for their clients. They will also make exact measurements of rims, which sometimes do not conform to standard sizes; in which case the tires cannot fit properly, and the result is likely to be trouble at the bead, or with the air tube.

Very closely allied to the choice of tires comes the selection of means for eliminating tire repairs upon the road. No one enjoys the job of getting off a stiff cover on a dusty road on a hot day. Moreover, tire repairs, to be permanent, ought to be carried out under conditions as cleanly as possible. The inexperienced owner-driver will not want to be bothered with them at all, but will prefer to turn them over at his convenience to some trustworthy garage. This means that he will see that he is well provided in the matter of spare wheels or spare rims. On the whole, the spare wheel is generally preferred. Spares, whatever their character, should be kept well covered, as rubber tires inevitably suffer sooner or later from exposure to sunlight and the atmosphere.

ECONOMY OF THE GOOD CAR

IF motorists who are able to indulge in the luxury of paid drivers find it worth while to select their cars less with a view to economy in first cost than to efficiency and comfort in service, the same argument applies even more forcibly to those who are their own drivers. A car with comfortable seating accommodation and generally well fitted may prove satisfactory enough, even if not of a very high grade, provided that it receives the attention of a thoroughly qualified man at very frequent intervals. The owner-driver, however, especially if he is new to his duties in the latter capacity, is not likely to want to bother himself frequently with overhauls and adjustments, without which any car must be occasionally liable to little roadside troubles, and any but a good car is likely to prove a perpetual source of worry. Looking at the question from a purely financial standpoint, people are apt to forget that the first outlay is not the most important item in the total cost of motoring. A car of really good repute and equally good construction and design will, after a considerable period of use, always fetch a good price in the second-hand market. The real cost of a car, irrespective of the outlay involved in using it, is not the sum paid in the first instance, but the difference between this price and the price at which the vehicle will sell when its owner thinks it time to follow the fashion and take advantage of new refinements by purchasing a more modern machine. From this point of view it is just about as cheap to pay, say, £600 for a car and sell it after a good interval for £450 as it is to pay £300 and sell for £150. The only difference is in the

loss of interest on £300 during the time in which the car is in use. On the other hand, assuming that both these imaginary machines are reasonably good value for the money, and that they are of comparable engine dimensions, the £600 vehicle ought to be a great deal less costly to run and maintain than the cheaper



AN ADMIRABLY EQUIPPED VAUXHALL TOURING MODEL, WITH AMPLE ACCOMMODATION FOR PASSENGERS AND SUPPLIES.

loaded, will be able to advise on this point. His advice will probably be very wisely accompanied by instructions as to the pressures at which the tires ought to be kept inflated. A well inflated tire always lasts better than one which is kept comparatively soft. It is also found to need less attention when the time



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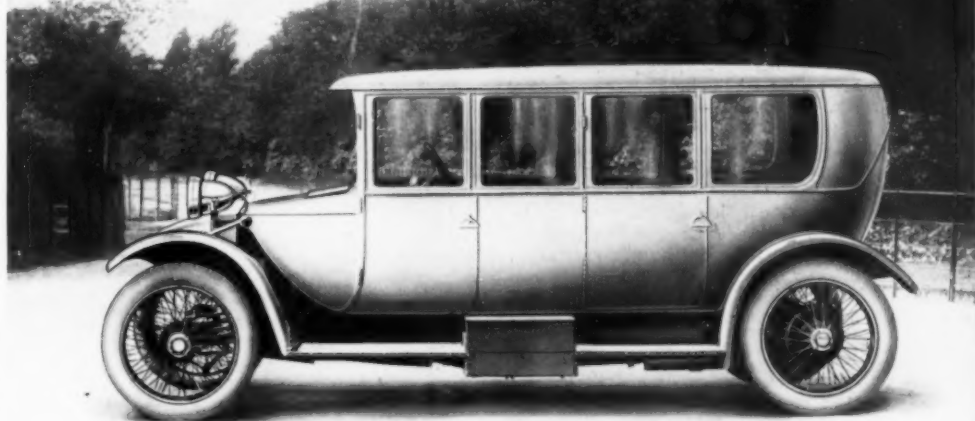
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machine. A really smooth-running and flexible engine is not only a luxury on account of its silence and freedom from vibration and the readiness with which it answers to its driver's control, but causes an actual saving by relieving the rest of the mechanism of the car from shocks and strains, and by increasing the life of the tires. Then again, a really well designed engine will do more work than a cheaper and rougher one on the same amount of fuel. Another point is, that it is usually clean in arrangement and appearance, its parts are accessible, and it is not cumbered up with loose pipes and fittings which get dirty and render any work of cleaning or adjustment unnecessarily difficult, increasing at the same time the risk of breakdown from trivial causes.

In just the same way there is all the difference in the world between a really good gear box and a cheaper and rougher apparatus constructed along the same lines, when it comes to gear changing silently and easily and without damage to the teeth, or sudden shock to any part of the mechanism. One might apply similar arguments to practically every part of the car, and nowhere is the importance of good design and construction more pronounced than in the brakes, the failure of which may result in a very serious accident. There is no intention in these lines to advocate the high-priced car merely for the sake of its price, but only for what the increased expenditure can give if the machine is reasonably good value.

What applies to the chassis applies also to the body. A cheap body is often constructed of materials which, after a little time, will become warped or distorted, with the result that nothing fits properly, and the protection provided against rough weather becomes quite inadequate, while the car takes on an appearance of neglect and shoddiness.

As a final reference to the selection of the very best machine that comes within one's means, the motorist who is a comparative beginner may be referred to any of his friends who chance to be expert and experienced. They will tell him that there is a vast difference between driving a really good car that is responsive and possesses the quality of "life" and a cheaper car which lacks these qualities. Only those who are in the habit of driving themselves can realise how closely their enjoyment of motoring is associated with features of a car which can hardly be observed by a beginner, but which become more and more apparent as his experience increases.

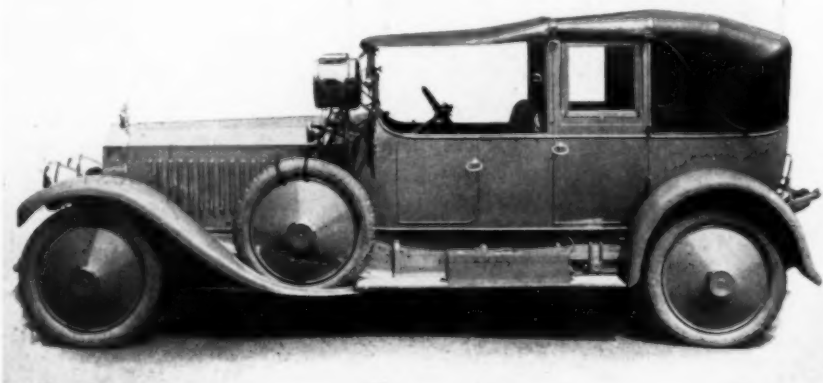
SOME NOTES ON DRIVING.

THE art of driving a motor car well obviously cannot be acquired merely by studying the subject in a book. The most that can be attempted in any article upon the subject is to draw attention to a few of those points which ought to be remembered by anyone who wishes to gain the necessary skill with the least possible injury to the car on which he learns, and the least possible risk to himself and to other members of the public. In the first place, a man who desires to become a really good driver will always try to acquire a thorough knowledge of the principles underlying the machinery he intends to control. It is possible to learn how to go through certain actions at the right time without any conception as to their real meaning, but knowing only the effect they produce. At the same time, it is hard to believe that the same sympathy between a driver and his car can exist when the former altogether fails to understand the latter. Take, for example, the case of gear changing. It is quite possible to learn how to do this smoothly and silently without having the least idea of what happens in the gear box when the gear lever is moved. Nevertheless, a knowledge of what is going on out of sight makes the driver aware of the full meaning of all that occurs. If, in the early stages, he fails to effect a change to his satisfaction, he knows not only that he went wrong, but why he did so. Even the man who is not mechanically minded ought to be able to acquire a reasonably clear idea of the general principles underlying the operation of the chief portions of the machinery of his car.

If a beginner wishes to learn to drive with the least amount of injury to his own car, the obvious course—and one which is generally possible—is to pass through the early stages on somebody else's vehicle. It is not to be supposed that there are any great number of skilled motorists who would put their cars at the disposal of friends who wish to learn, but there are plenty of people whose business it is to teach the rudiments, and who own cars specially kept for this purpose. In a recent issue we referred at some length to the question of the selection of a driving school, and the sort of equipment a good school ought to possess. If it is not convenient to take a course of lessons, it is still no very difficult matter to teach one's self to drive. In the first instance, the principal point is to go about the business systematically and without hurrying. In the second place, it is equally important, when a certain amount of facility has been acquired, not

to mistake elementary for expert knowledge, and to imagine that every possibility has been experienced. There is a stage at which the beginner begins to feel at home, and the more or less sudden change from a consciousness of ignorance to a belief in one's own knowledge is apt to lead to a temporary recklessness which may well cause an accident if some unexpected emergency arises.

From the very first, the driver of a motor must learn to realise that he is responsible, not only for the safety and the comfort of the people in his car, but that his obligations are very much more far reaching. Fortunately, considerations of common decency generally fall well into line with the requirements of good driving from the point of view of reasonable treatment of the mechanism of the car. Thus, for example, a really safe driver will never travel at such a speed as to make it impossible for him to draw up his car in time to deal with any eventuality that can reasonably be expected. His object is not to drive "on his brakes," but to use his brakes as little as possible. To dash up to an obstruction of any kind, and then to pull up suddenly by a violent application of the brakes, is not merely liable to upset the nerves of anyone in the vicinity who, for the instant,



A HANDSOME ROLLS-ROYCE, WITH BODY BY BARKER'S OF SOUTH AUDLEY STREET.

This type can be readily transformed into a completely open car.

believes an accident inevitable, but is thoroughly bad for the tires and the transmission. To "bang" in a clutch not only imposes big strains on the mechanism, but causes considerable discomfort to everyone in the car. Generally speaking, if on all possible occasions the motorist considers the comfort and safety of his passengers, and also the comfort and safety of the general public, his method of driving evolved on this basis will be conducive to the long life of the vehicle.

We may now assume the car standing in the road waiting to be driven, and take in order a few of the main points that will arise. First of all, in starting up, unless an automatic engine starter is fitted, some care must be exercised. Incidentally, plenty of people have tired themselves at the starting handle before realising that they had forgotten to switch on, or to flood the carburettor. While looking after these points, see to it also that the gear lever is in neutral. Serious accidents have occurred by a car engine being unintentionally started with one of the gears in mesh. The movement of the starting handle must be rapid, and the grip of the handle should be such that, in the event of a backfire, the handle will loosen the grip automatically. In other words, the grip should be obtained by the fingers, and the thumb held straight out and not put round the other side of the handle.

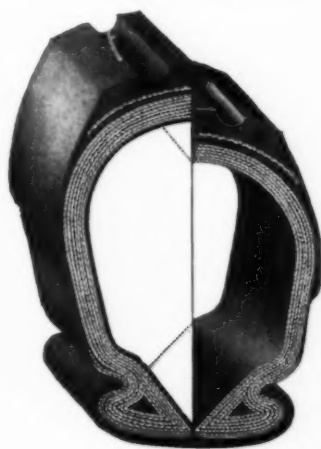
When the engine is started, the principal points to remember in getting the car under way are to use the clutch gently, and not to struggle with the gear lever if the gears do not show themselves inclined to run into mesh. If this happens, the lever can be put back in the neutral, the clutch gently let in for a moment, and the clutch pedal again depressed. After this has been done, the gear will probably go in easily enough. Having got the car on the move, it is just as well to keep one foot readily available for the clutch and the other for the brake. The manipulation of the wheel is merely a matter of a very little practice; the principal point is not to over-steer. Steering, however, very rapidly becomes an automatic affair. The considerate driver will not, of course, cut things too fine when passing anyone upon the road. Neither will he turn in again sharply immediately after overtaking and passing a vehicle going in the same direction as himself. Here, again, the easiest and most natural thing to do is also the right one. In order to learn to steer well, what is wanted is practice, and this can be easily obtained on any quiet road. The same applies to reversing smoothly and accurately. This can be learnt by reversing along a fairly straight road, and afterwards practising on sharp corners and through gateways.

The operation which needs most practice of all is gear changing. Changing up to a higher gear is comparatively easy. The clutch is depressed, and after a very short interval the gear lever is moved over to its new position and the clutch again

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engaged. A careful examination of what must go on in the gear box when the change is made will show that the movement of the clutch is just what is wanted, since it allows the lay shaft to slow down so that the higher gear will engage easily. The whole point, of course, is that when one toothed wheel has to be slid along the shaft sideways into engagement with another, easy engagement can only be effected without shock when the teeth of the two wheels are moving practically at equal speeds. This requirement makes the process of changing down to the lower

speeds a somewhat more complicated one. It is, of course, good practice when tackling a steep hill not to wait until a change becomes absolutely necessary, but to anticipate requirements. In so doing, the best method to adopt is that

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known as double de-clutching. This is a process which needs practice, but which, given practice, soon becomes quite easy and natural. First of all, the clutch pedal is depressed, the foot being taken off the accelerator pedal. The gear lever is then immediately put into neutral. Before it is moved further, the clutch is let in and the engine accelerated for a very short time, after which the clutch pedal is again depressed, and the gear lever moved over into its new position. As soon as the gears are engaged, the clutch is again let in. The object of this double movement is to speed up the lay shaft in the gear box, so that it and the toothed wheel upon it are rotating at the right speed at the moment when

the new and lower gear is put into mesh. The rate at which the various movements are made depends on the difference of ratio between the gears taking part in the change. Double clutching should be practised first under easy conditions, and then gradually at higher speeds until the driver gets fully into sympathy with

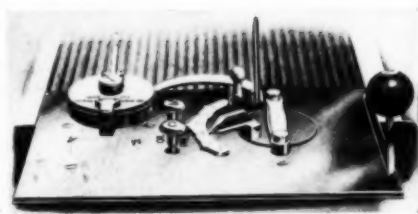
THE ACCESSIBLE AND SIMPLE BRAKE ADJUSTMENT OF THE VAUXHALL.

his gears, and instinctively allows just the right intervals to elapse in order to get the conditions exactly as he wants them.

If the proper treatment of gears becomes in a little time a matter of instinct, still more does the same apply to the method of dealing with a skid. The more common type of skid is, in fact, in the nature of a side slip of the rear wheels. If the movement of the rear of the car is towards the near side, it stands to reason that the car begins to face round with its bonnet towards the off side. In the opinion of the writer, the natural course

under such circumstances is to endeavour to straighten the car up, which means to steer round towards the near side. It is sometimes stated that this is just what the driver would be disposed *not* to do, so apparently it is possible to disagree on the subject. One would have thought, however, that the instinctive movement would be to straighten the car, and if so, the instinctive movement is in the right direction. A slip is of course connected with an inability of the driving wheels to keep a grip on the road. The fact that they are trying to drive is a disturbing factor, and consequently, if they are relieved of this responsibility, good is likely to come, and the equally instinctive disengagement of the clutch is likely to improve the situation.

In the case of a front wheel skid, the locking round of the steering is evidently connected with the trouble, so that the natural course, if circumstances permit, is to straighten the front wheels. If circumstances do not permit of this, the obvious thing to do is to slow up the car, which means to put on the brake. This again has the right sort of effect, because it temporarily increases the weight on the front wheels and improves their chance of getting a grip. We cannot, of course, deal with all the possibilities of skidding and all the refinements of the various methods of avoiding it, and even of employing it intentionally. We have aimed rather at showing that what is primarily needed in driving is prompt instinctive action rather than the exercise of a cultivated faculty for doing what appears to be the wrong thing. As we have said, the whole subject of driving must be studied upon the road and not upon paper, though a little reading may possibly be of use, and if the brain work is applied to getting a thorough knowledge of the mechanism of a car, it will certainly hasten the time when the beginner will become really qualified.



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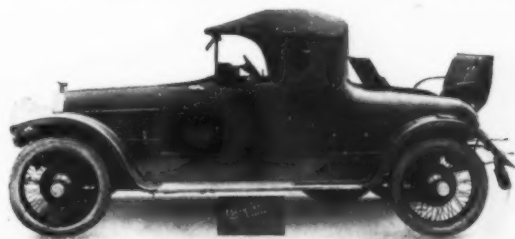
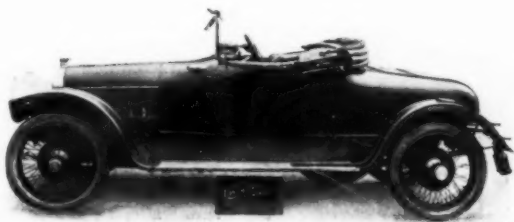


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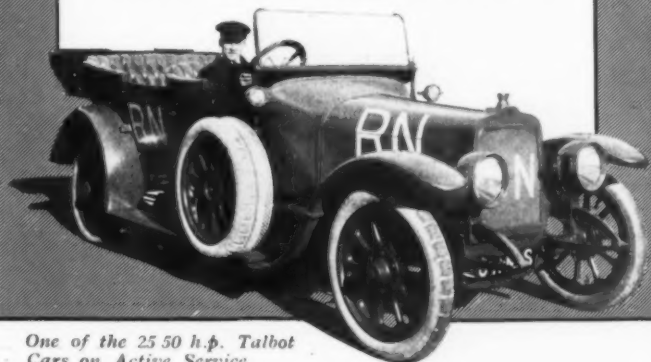
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services of well qualified motor drivers are at present of great value to the country. The majority of our readers whose experience is adequate for the purpose, and whose circumstances make any such action possible, have no doubt already found out for themselves the best way of utilising their special qualifications in the interests of the Empire. There are, we believe, many others who are now assiduously training themselves to become thoroughly competent in the charge of a motor-car, and we trust that our efforts may lead to a still further increase in the ranks of those who are not content to regard the motor merely as a means of being moved from place to place, but who will in future look upon it with more personal interest and appreciation.

The first and greatest use of motors in connection with the war is in the supply and transport columns of the Army Service Corps. Time was when this corps was popularly known by the somewhat uncomplimentary term of "the muck train," and when those connected with it were not freely accorded the prestige which attaches to the profession of arms. The great war has brought about an astonishing change. For some years past the potential value of motor vehicles for military transport work has been recognised, and all the great powers have been making the necessary preparations. The result is that to-day the Army is no less dependent upon motor services than it is upon the network of railways in its rear. From the very first, the full utility of the motor has been recognised. The Germans showed practical appreciation of it in the provision of fleets of armoured cars, and of admirable convoys of transport wagons. Without these latter the tremendous speed of their first advance through Belgium and the north of France would have been impossible. At the same time, had our own and the French troops been dependent upon the old horsed convoys, the losses incurred during the great retreat would have been enormously magnified. Then came the battle of the Marne in which the determining factor was the sudden movement by night of an army of upwards of sixty thousand men by means of taxicabs and motor-cars. The Germans believed that the outer forts of Paris were being garrisoned. As a matter of fact, a new and considerable force was being created on the wing of the advancing armies, with the decisive result which we all know. Later on, when the British troops were moved from the Aisne to their present position, motors were again freely employed for the transport of men. On one occasion, when an outflanking movement was threatened by the Germans, no fewer than 40,000 British troops were moved over a distance of twenty-nine miles in five hours by means of motor lorries and omnibuses.

These few examples serve to show how important the presence of the skilled driver is to the mobility of an army, as well as to the maintenance of food and ammunition supplies. The driving of a lorry may sound dull work to a motorist who is used to high speeds and a comfortable upholstered car. Some practice is needed before the ordinary car driver feels really at home on one of these cumbersome vehicles, or realises the length

of body that is coming along behind him. A very short period of training, however, suffices to qualify a good car driver with a natural aptitude for mechanics for the work of the Army Service Corps (Motor Transport), which, by the way, is sufficiently well paid to make it attractive to those whose responsibilities are not great, but who are personally dependent upon earned income.

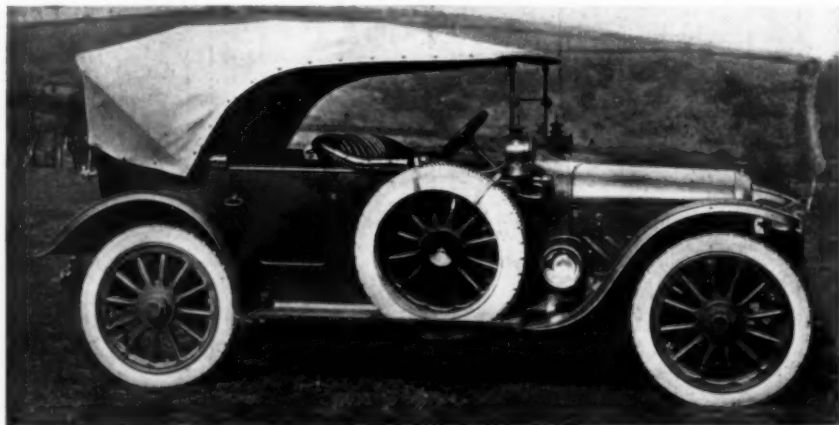
Just as important in its own way is the manning of the great fleet of motor ambulances. Here, again, the rate of pay is quite satisfactory, though many drivers are, of course, willing to serve as volunteers. An ambulance, so far as the chassis is concerned, is in the nature of a touring car, so that no special preparation is necessary before taking it over after ordinary car experience. There are, of course, points to be remembered, as, for example, the rather unusually long wheel-base and the great need of driving so as to secure all possible comfort for the wounded men who are carried. Whether we speak of the transport columns or of the ambulance services, much driving has to be done at night, the roads frequently being very badly broken up, and in some cases pitted by shell fire. Natural aptitude is often required to suggest the means of getting out of some difficult position, and thoroughly good eyesight, not liable to suffer from the strain of night driving, is an essential.

For those who are specially skilled in the handling of very fast cars, and are accustomed to taking the risks that are associated with exceptionally high speeds, the most attractive service is to be found in connection with armoured car work, either for the War Department or for the Admiralty. In this branch there is plenty of room, too, for the skilled motor-cyclist, since a large number of motor bicycles are now used in conjunction with side-cars carrying machine guns. The motor-bicycle is not the sort of mechanism to last very long without giving trouble under the very arduous conditions of active service, and consequently it is particularly important that drivers in this section should be well experienced in carrying out roadside repairs and in meeting small emergencies.

ON TOURING WITHIN THE BRITISH ISLES.

SOME SUGGESTIONS TO THE INEXPERIENCED OWNER-DRIVER.

THERE are those who would have us believe that to write or talk or even think of holidays while so many tragedies are being enacted around us is in some way wicked. The fact remains, however, that those who are responsible for carrying on the business and industries of the country, and for providing the supplies without which the endeavours of the bravest men are futile, stand just as much in need of occasional relaxation as do those who are actually fighting our battles for us. Although we may not realise it clearly, there is little doubt that the constant strain of working at such a time has its effects upon the nerves and general health. If circumstances give us opportunities of holiday making without detriment to the essential interests of the country, the question is not whether we ought to take advantage of them, but how we can best do so. It is very true that recreation is best obtained by a change of occupation, especially at a time when mental strain is severe. Sheer idleness gives



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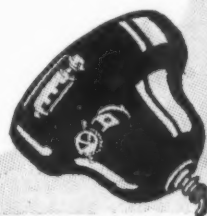
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opportunities for morbid thought, and what is needed is something which will drive such thoughts away, and replace them for the time being by something more simple and more beneficial.

In normal years, this is really the underlying motive which leads many of us to take our holidays in some foreign country, where every trifling incident is sufficiently novel to distract one's attention from our ordinary routine of existence. This year

even the handling of a car themselves, but have been wholly dependent upon paid servants. Of these three classes, the first probably already know all that we are able to teach them on paper, and a good deal more. The second is certainly in a position to utilise his car immediately to the advantage of himself and his friends, though he may hesitate to do so for fear of taking up responsibilities with which he is not familiar, and of which he is a little afraid. The third, generally speaking, has a superstitious

idea to the effect that the mere handling of a motor vehicle is a matter which requires much practice and a good deal of innate aptitude, while anything in the nature of a roadside adjustment is absolutely beyond him. Upon the two latter classes we would urge, first of all, that they are over-estimating normal difficulties and the probability of occasional trouble, and further, that they have never really experienced the joys of motoring at its best. It is an old saying that if you want a thing done properly, you must do it yourself. It would be equally true to say that the principal pleasure of almost any pursuit lies in so doing. The man who is merely owner of a yacht is not necessarily in any sense a yachtsman. He knows nothing of the joys of a struggle against the elements, unless he makes a practice of handling his own vessel. Again, a true sportsman would rather have a few days' rough shooting than allow sport to be spoilt or interrupted by artificial assistance, and the interference of unnecessarily gorgeous, though admirably

served, meals. To take another case, there is an enormous amount of pleasure to be got out of caravanning, and the secret of this pleasure lies almost entirely in the fact that the members of the party wait upon themselves, look after their own horses, do their own shopping, and, in general, take charge of the keeping of their own movable house.

The motor car owner who has always looked upon a chauffeur as indispensable, and has never toured untrammelled by the artificial conditions following upon the constant presence of servants, knows little or nothing of what motoring really means



Ward Muir.

ON TOUR: A HAZY DAY AT WINDERMERE.

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foreign travel is in most cases impossible, and in almost every instance, for one reason or another, undesirable. It remains for us, then, to decide how we can occupy our periods of brief leisure in such a way as to fit us most thoroughly for the work that is to follow. Probably the great majority of the readers of these lines will be agreed that spare time can hardly be spent in a better way than in the pursuit of the pastime of motoring. In past years many of us have more or less neglected the beauties of our own country. Many, again, have regarded their motors rather as mere conveniences than as vehicles of pleasure and mental refreshment. There are many reasons why, during the present summer, those who can do so should endeavour to spend what money they can afford within this country, in such a way as to enable others who are practically dependent upon the profits accruing in a limited season to tide over a difficult period.

We are assuming that the great majority of motorists will not so far have failed to realise their duties to those who are daily risking their lives on our behalf as to retain in their employ, merely for their own greater convenience, trained drivers who are urgently wanted for the conveyance of food and ammunition to the troops. It is not in every case that the professional driver can be regarded purely as a luxury. In some instances he is undoubtedly a necessity, but viewed from this standpoint the supply of men too old to be acceptable for military service is probably adequate to meet the demand. In most cases we take it that the motor-owner is now without the services of a professional driver. With this assumption we may divide our readers into three classes. First come those who have habitually driven themselves and frequently attended and repaired their own cars. Next comes the class of motorist who has employed a chauffeur, but has not infrequently taken charge of his own car. We may assume in this case a sound knowledge of driving, but no particular insight into the mechanism of a motor vehicle. The third class consists of those who have never troubled to master



ON TOUR: PULLED UP OPPOSITE WHIPPINGHAM CHURCH.

to the enthusiast. All the same, it would be going too far to suggest that the complete beginner should at the first attempt aim at accomplishing too much. There are plenty of men who would find enjoyment in the control of a car and in its speed and hill-climbing capabilities under their own control, but who are yet devoid of that mechanical instinct which goes so far towards making the complete motorist. This instinct is a thing which cannot be properly cultivated by any amount of

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technical reading. In fact, it cannot be instilled by teaching. It is either inherent or it is unattainable. Without it anyone may be excused for shirking the possibilities of a prolonged tour over considerable tracts of country, and with the certainty that dependence must be placed each night on the personnel of some totally unknown and possibly badly equipped garage or repair shop. Moreover, in connection with such a tour, there must always be problems connected with the carriage of luggage and the arrangements for hotel accommodation. A lucky selection at some one point may be followed by a sequence of unfortunate experiments, which will take all the enthusiasm out of the party.

To our mind, these considerations lead up to the suggestion that the owner-driver who is not a completely equipped motorist in every sense would probably do best to settle down for his holiday in a good hotel at some convenient centre, and to take his motoring in the form of a series of circular trips from that point. Members of such organisations as the Royal Automobile Club and the Automobile Association can obtain from these bodies some very valuable hints as to how they could best utilise the time at their disposal on the roads available from any particular point that they may select for their temporary residence. Moreover, most of our leading holiday centres now employ officials whose business it is to understand and to communicate the advantages that their districts hold out to visitors. An application to the town clerk would generally bring some useful suggestions, or, failing this, the manager of a really good hotel catering for holiday visitors would almost certainly be able to put the motorist on to the right lines.

At one time or another a great deal has been written about the imperfections of British hosteleries. Broadly speaking, there is truth in the accusation when too little comfort often accompanies too big a bill. On the other hand, particularly at well established holiday centres, there are almost invariably to be found hotels that are thoroughly well equipped in every respect, and thoroughly anxious and able to treat visitors in such a way as to encourage their return on future occasions. Some of these hotels have their garages staffed by skilled mechanics. Most of them can, if required, either undertake the housing and washing of the cars, or, by arrangement with some local garage, secure a really reliable service. The growth of the motor char-à-banc industry has brought into existence at almost all holiday centres businesses which have developed so as to make a thorough knowledge of the consistent maintenance of motor vehicles an absolute essential to their success. In very many instances, char-à-banc proprietors are also hotel proprietors. In nearly all others, they are experienced members of the retail motor trade. In either case, the presence of skilled mechanics on their regular staff is necessary, and this year many of them will be better situated than usual to undertake the systematic maintenance of private cars that may be handed over to them for a period. The reason for this is that the char-à-banc chassis is commonly of a type closely akin to the 3-ton lorry chassis. Consequently, a big percentage of vehicles which operated last summer have been requisitioned by the Government, and the replenishment of the fleets has been almost impossible. It should be easy enough under these circumstances for the owner-driver motorist to arrange thoroughly satisfactory *en pension* terms both for his own party and for his car. The possibilities of breakdown with a good car that comes under the daily supervision of an expert is negligible. The transference of luggage from point to point does not enter into the question, and the duties which on a long circular tour devolve upon the servant of a party are eliminated, with the sole exception of the actual driving control of the car. This can be mastered with a very little practice. A few lessons at a good driving school or from a friend should suffice to equip a man of average intelligence with sufficient knowledge and dependability for the purpose under discussion.

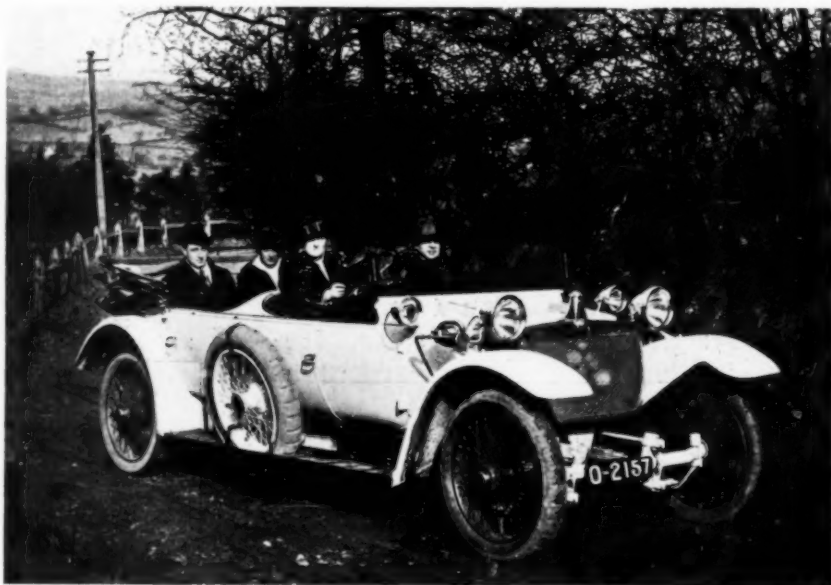
Everything works together this year to make the proposed type of holiday unusually attractive so far as anything can be enjoyable at such a time. Incidentally, the class of visitor at very many popular resorts in Great Britain must inevitably be improved

by the exclusion from the programme of the attractions of foreign countries. We believe that it would be well worth while for the proprietors of some of the leading hotels in our holiday resorts to publish inclusive terms arranged between themselves and some well equipped local motor garage, comprising the thorough maintenance of a car as well as all the personal requirements of the party using it. Such a scheme could very well be accompanied by a selection of suggested trips easily within the scope of a day's run. The plan opens up, in a sense, new possibilities. It makes the holiday centre less dependent on its own immediate attractions, and links it up more closely with the natural and architectural beauties which abound in almost every portion of the British Isles.

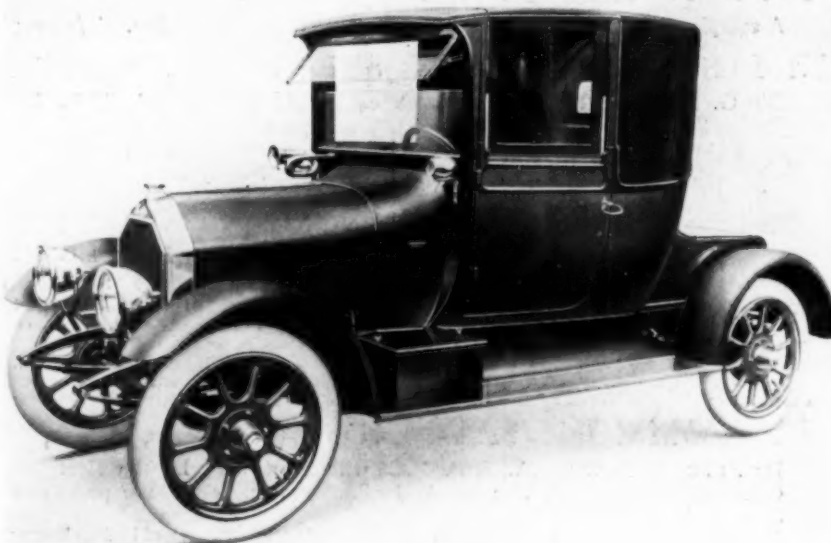
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soon ruined by ill treatment. But by mastering a few simple principles connected with the subject the problem becomes quite easy.

The first thing to grasp is that electricity always travels in circuit, which is composed of some conductor—generally a metal and most frequently of copper, which, next to silver, is the best known conductor of electricity we can use. It must be remembered, however, that all the ordinary metals used in and about a car are good conductors of electricity. For example, if a metal spanner happens to be placed in such a position that it connects two terminals of an accumulator, it will complete the electrical circuit, and as there will be hardly any resistance in the circuit an enormous current will be discharged, ruining the cell and probably heating the spanner to such a point that some of the metal may be fused. Therefore, one of the first things to remember is to avoid short-circuiting the terminals of an accumulator with a metal tool or other conductor. I have vivid recollections of seeing a heavy silver watch chain completely fused up in this way, so that no trace of it remained; its wearer, by incautiously leaning over some apparatus, caused the chain to connect the two terminals of an accumulator, with the result stated. Such occurrences are apt to impress the memory and to induce care.

In every electrical circuit there are three factors: First, the electrical pressure, or voltage, produced by the dynamo or accumulator; second, the resistance of the circuit, made up of various items; thirdly, the amount of current which can be forced round the circuit by the pressure against the resistance. If the resistance becomes larger, either by accident or design, the amount of current will fall off in proportion. If the pressure is increased while the resistance remains the same, correspondingly more current will flow. Resistance, in fact, is very similar to friction in mechanics, and more especially so because in both cases heat is developed by the force necessary to overcome it.

In most electrical circuits on a car we want to keep the current as large as possible, and as the pressure or voltage is generally a fixed quantity, what we have to do is to see that no unnecessary resistance is introduced into the circuit which would diminish the current by wasting it in the form of heat. This especially applies to the low voltage circuits on a car, such as the low tension circuits of the magneto or accumulator ignition, and to the circuits of the lighting and starting system. The former circuit on the magneto is at a pressure of about thirty volts, and the latter generally six or twelve volts, all of which are classed as low pressure. The high tension circuit of the ignition is in a different category, a pressure of some 10,000 volts being employed, which pressure is able to force the current through a great deal of resistance. In this case it is the insulation of the circuit which has to be guarded to

prevent the current leaking out. Resistance is generally produced in motor-car work by dirty contacts, especially those which have to open and close periodically, and by loose terminals. All electrical connections should be kept clean and tightly fastened so that there is a good metallic contact.

THE MAGNETO.

Although it is not necessary to know all about the construction of the magneto, it is much better to have an intelligent idea of its working so as to be able to keep the various parts in good order. The current is generated in the low tension circuit of the armature by reason of its revolving at high speed between the field magnets, the strength of the current being largely dependent on the speed of rotation. In the low tension circuit is situated the contact breaker, which, at certain definite periods, opens the circuit suddenly. This action, by an effect known as "induction," causes an electric current of very high pressure to flow in the high tension circuit. The gap at the points of the sparking plug is included in the high tension circuit, so that the high tension current has to jump across this gap and make the spark in doing so. The resistance of this spark is enormous compared with the rest of the circuit, which is composed of metal, hence the reason for the high voltage. The framework of the car is used as the return conductor, both for the low tension and the high tension circuits. When the magneto switch is turned "off" it means that the return of the low tension circuit is connected direct to the framework. The current then no longer passes through the contact breaker, so that the functions of the machine are stopped.

The most important part of the magneto to keep in order is the platinum points of the contact breaker. The larger the current in the low tension circuit the better will the spark be, and at low speeds it is most important to keep this current as large as possible, or no spark will be produced and the engine will begin to miss fire and will soon stop. These points are only held together by a light spring, so that the contact is none too good at any time, but, in addition, the surface of the platinum is liable to be deteriorated by two other causes. In the first place, a slight spark takes place between the points every time they open, which, after being repeated many thousand times, is apt to score and burn away small portions of the metal, creating an irregular surface and making the area of contact smaller. Then, a good many owners over-oil the magneto bearings, with the result that some of this oil finds its way on to the contact breaker points. Oil is a very bad conductor of electricity, and nothing could be much worse for the running of the engine than the oily and dirty condition which is often found at the contact breaker points, where examination and cleaning are not periodically undertaken.

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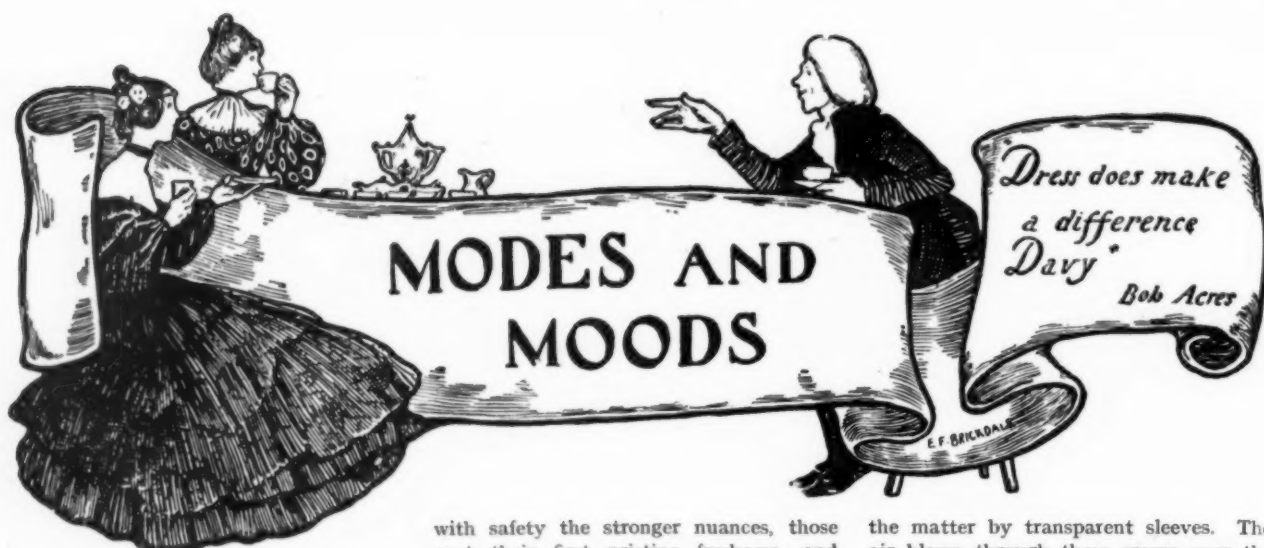
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WHAT strange mood is ours this month of roses, with no immediate thoughts of Ascot or future Goodwood or Cowes! No gala days at Ranelagh or Hurlingham, rendezvous where a few women still congregate, with the merest sprinkling of men, to play tennis, croquet and golf, and, perchance, allay for an hour or so the tense feeling that is now constantly with us. What a change from the light-hearted, unthinking gaiety of this time last year, when those fortunately placed, socially and financially, were riding on the crest of the wave, bent wholly and solely on gratifying every whim, and taking life generally at a hand gallop of pleasure and gratification!

Women, whose worst crumpled rose leaf then was represented by a belated or wrong-fitting gown, are now deep in thought and energy, helping in every way that lies in their power to assuage suffering and distress. Timid, anxious women, whose lives were a very torment of anxiety for those belonging to them, are to-day as brave as they were then the reverse, facing the probable loss of husband and sons with quiet fortitude. Indirectly, too, the influence of the war is great, and the fact that this is our Summer Number has brought me up against the stern fact that there is only a limited amount of information to discuss. What is, however, of paramount importance is the acceptance of simplicity. The demand for simple, quiet, unostentatious clothes is consistent enough, and formulas are setting in on these lines which it will take more than the end of the war to displace.

Having had a foretaste of summer, the raid on cool frocks, more particularly those admirable ready-to-wear creations, has been most encouraging to those responsible for the supply. And it is pretty well established now that voile (plain, striped and checked, also embroidered), foulards, organdie, Shantung and French linens, and, of course, taffetas, are the materials upon which change and variety will be rung. Blue, by the way, from the deepest indigo to a delicate grey-blue, *via* the gradations that include lancet, lupine, Sévres and speedwell, provide the leading colour note. It is quite firm and insistent, although only the young and those perfectly complexioned can essay

with safety the stronger nuances, those past their first pristine freshness, and with the added wear and tear of the times, relying on the softer grey tints.

Should the advancing summer prove a real old-fashioned hot one, with days on end of cloudless blue sky, never shall we have found ourselves more admirably equipped for meeting it in comfort, due initially to the light weight of the fabrics employed, and also to the studiously cool bodices, a large word being said in

the matter by transparent sleeves. The air blown through these creeps over the entire body. In fact, the whole thing is a reversal of the winter order—that if the arms are warm the body will be. Certainly where taffetas, foulard and Shantung, and perhaps linen, are in question it is always well worth while to weigh the consideration of clear, cool sleeves. Foulard is finding many votaries, and for the requisite cool summer wear it cannot be bettered. As a matter of fact, it is cooler than linen, and nearly as cool as voile. There is frequently overlooked the point, when summer gowns come on the tapis, that a transparent material lined practically amounts to the same thing as an opaque one unlined.

French linen, referred to above, is peculiarly light, and many are the attractive coats and skirts made of it, a favourite trimming on the coats being dome-shaped, self-covered buttons, placed in close, double lines for short distances. Grey linen suits and biscuit coloured piqués are both fancies receiving attention, and which aptly meet the taste of the hour. Eponge also has cropped up—frankly, rather to my surprise, though one takes what one can get at this hour. Not that I have any quarrel with éponge, only it seemed to have disappeared. A rather daring little costume was offered in a curious dull yellow, quite an artistic, pleasing shade, with black and white facings.

Fine embroidered Swiss muslins are responsible for some of the daintiest summer dresses, and, contrary to all expectations, these are not at all expensive. The sum of 7½ guineas, for instance, is not at all a prohibitive price to pay for a model, with deep embroidered yoke and hem, intersected by horizontal lines of fine triple tucks, the soft little bodice being furthermore enhanced by lines of good wire-ground Valenciennes lace, carried round the figure and down the back of the long sleeves. Embroidered voiles have already been eulogised in these pages, and very charming they are. But there is a crispness about the Swiss embroidered muslins that is very much of the moment.

WOVEN SPORTS COATS AT THE MAISON JAY, REGENT STREET, W.

There is no manner of doubt at all as to the continued vogue of woven sports coats. Only now it is essential that they possess some distinctive character to meet with the approval of the elect, a fact that has been taken full cognisance of by the authorities at the Maison Jay, Regent



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A becoming, yet practical costume for golf and country pursuits generally.



Burberry Afternoon Gown

A charming model made in Floretta Tweeds—art fabrics whose colourings are copied from the elusive tints of flowers.

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AT BURBERRYS'.

Street, W., who have one of the most exhaustive displays ever gathered together. A complete departure is a model made of real Indian cashmere yarn in plain colours, with panel front in contrasting shades. As the adjoined sketch shows, a quite unique effect is attained; it is a coat that at once arrests and retains the eye, the belt carried at only a moderately low line. In the above mentioned cashmere yarn Jay's price is 4 guineas, or a similar style in the best quality spun silk is obtainable at 5½ guineas—remarkable prices just now with all raw materials on the rise, a fact that should not be lightly disregarded. Since it is a foregone conclusion, holiday dress will be of the simplest character, and the woven sports coat is assured of playing a leading role.

Other very remarkable models to be found at Jay's are lightweight pure cashmere jerseys, in every conceivable colour, delightful for young girls' wear, and of a price (42s.) commensurate with a modest allowance, while an added half-guinea acquires one of spun silk. Nor is that admirable substitute vegetable silk scorned in these salons in the like cause. Naturally, this has not the wear of real silk, but for a season's service a jersey coat of the former is not by any means to be disdained.

SMART TAILOR MADES AT BURBERRYS', HAYMARKET.

Under the influence of a new zibeline finished cloth known as mouse cloth, the authorities at Burberrys' have been tempted to step out of their usually studiously severe lines, and are now showing coats and skirts arranged on slightly more *habillé* lines. Of these recent models two are shown, the example at the top left-hand corner being carried out in a new shade of blue, with pleated skirt, and single breast, semi-fitting coat, quaint little *pattés* cut in one effectively ornamenting the latter either side of front and sleeves. The accompanying chapeau of blue silk, and of feather weight, is trimmed with brown wings.

The mouse cloth requisitioned for its companion is in a charming shade of grey. The skirt again is a pleated fancy, surmounted by a coat with Eton front and pleated back. This is worn with a black silk hat, on which two beautiful ospreys are poised.

THE ACME OF GOOD TASTE IN SUMMER GOWNS AT WOOLLAND BROTHERS', KNIGHTSBRIDGE.

The ubiquitous blue serge to-day requires to be touched by the hand of great taste to render it distinctive. This is eminently the case in the pictured example at the top right-hand corner. Its chief decorative relief is provided in black braid, cleverly disposed in a series of little *pattés* down the front of the coat and in lines up the back. A further arresting touch is the collar of black satin resting on a narrow hem of white cloth, a like alliance completing with admirable effect the edge of the slightly bell-shaped sleeve.

For afternoon wear there is shown a black charmeuse, slightly severe in feeling, but extraordinarily elegant, the trimming comprising a nice black embroidery, and a delightful softening influence occurring in vest and collar of white organdi.



AT WOOLLAND'S.

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popular but is
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prepared. It
should be
made from

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Put the outside peel of two lemons into two q-ts of water, add eight lns of sugar and boil for ten minutes. To this add two dessert-spoonfuls of Robinson's "Patent" Barley, previously mixed to a smooth paste with a little cold water. Continue to boil for five minutes and allow to cool. When cold strain off through a fine muslin and add ice and lemon juice to taste.

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River.

SMART HAT in Linen, with underbrim of contrasting colour. The trimming consists of a ribbon threaded through side band and tied with a bow.

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23/9

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FURNISHINGS AND FITTINGS.

I think the most valuable asset when choosing decorations or furniture is the power to visualise our selection in conjunction with such things as we already possess, and although a too slavish adherence to a period is apt to produce a made-to-order effect, one should avoid obvious anachronisms. Again, one must know where to shop. Anyone can put up



A VENETIAN WALLPAPER.

a sign and call himself a decorator or furnisher, as the case may be, but it takes education, imagination, and, above all, good taste, to succeed as either, and, unfortunately, one only learns by experience to distinguish between the one kind of shop and the other. The difference was impressed upon me the other day when, hunting for a wallpaper, I came upon the beautiful thing illustrated on this page at Gregory's in Old Cavendish Street. This ancient pattern was the work of a master of design in the first place, when it found expression in some beautiful Italian brocade, but it also took an artist to select it and adapt it to modern needs. What a perfect setting for a few fine pieces of Gothic furniture this would make! There was another design, culled from the same source, in brown on a faintly gold-powdered ground which recalled old gilded leather; one of rather simpler type in white on soft blue, which would be ideal in a white room; and yet another, more compact in line than any of these, and reproduced in tone on tone effects, which would be perfect in a hall or corridor in conjunction with fine engravings. Then there was a graceful Louis XVI design, which one instantly pictured in a large, light boudoir with Heppelwhite furniture; an Old English cretonne pattern, which is also repeated in the material itself, suitable for the same purpose; and some purely modern things, of which one of Persian birds, rose and white creatures with square tails and sulphur crests, was charmingly original.

To accompany these papers were all manner of materials. The printed stuffs—chintzes, linens and so on—were very fascinating; but what interested me far more were the actual reproductions of old needlework. There was one Jacobean tapestry wherein all the softness of tint which time had given the original had been caught and the exquisite stitchery repeated in the most convincing

manner. A dark purple satin curtain was bordered with a graceful Wedgwood design in dull silver. For a small boudoir there was an eighteenth century floral pattern in delicate pinks, blues, greens and yellows on a champagne ground of silk poplin, and the exact peach-bloom tint of a certain old Chinese carpet reproduced in a satin cloth (a marvellous material both as regards effect, wearing qualities and cost), with the original border embroidered in blues and blacks, was just the thing to display black lacquer to the best advantage. To follow the room to its satisfactory conclusion, the main colour scheme in both papers and materials was facsimiled in carpets of various types.

Furniture, perhaps, requires even more careful selection than hangings, and, unless one is happy in the possession of heirlooms, is far more difficult to acquire. But here again knowledge has been brought to bear on a vital subject, and I think, if one has one or two genuine pieces of a good period, it is always permissible to add reproductions, providing they are accurate and taken from an irreproachable original. For reproductions, therefore, one should go to a firm who are associated with fine genuine antiques. In this connection the name of Gill and Reigate of Oxford Street leaps to the mind. This firm have what is probably a unique collection of old furniture, but nowadays financial considerations prevent many of us from indulging our tastes in this direction, and so, to meet the requirements of purchasers of discerning tastes but moderate means, the firm now make a very important feature of reproductions of their best pieces. The bedstead shown here is a genuine and very striking example of Elizabethan work, and I have selected it as showing the type of furniture they take for their models. Just now there is a particularly interesting exhibit of real old oak furniture at Gill and Reigate's, and also some extremely good Chippendale set out in an appropriate room, which originally formed part of an eighteenth century London house. Among the reproductions, those of chairs at Hampton Court and Knole are conspicuous; and

others are of Jacobean oak and canework, Cromwellian leather upholstered chairs, Chippendale, Heppelwhite, seventeenth and eighteenth century French, and, in fact, every kind of furniture of which Gill and Reigate have possessed noteworthy originals. Moreover, if one has the furniture but not suitable surroundings, Messrs. Gill and Reigate will create them, even to the building of an entire house.

When one has so far equipped one's home, the question of lighting arises, and here it is very easy to go wrong. Electric light, although desirable from the point of safety, cleanliness and quality, is frankly an anachronism in all but the entirely modern dwelling. It is, however, easily disguised, so once more we turn to the expert with the whole history of domestic lumination to draw from, and find in this connection very important work is being done by Tredegars of 53, Victoria Street, Westminster, who are now making a strong feature of wooden fittings to harmonise with old furniture. For example, they have copies (in either wood or iron) of old Tudor lanterns filled with Flemish glass or silk, which go back as far as we need for practical purposes. Another larger lamp of the same period would make an appropriate outside addition to the porch of a Tudor house. For a Jacobean room



A TABLE LIGHT FITTING.

they have devised some clever standard lights out of old carved bedstead posts, of which odd specimens are not rare, though they also copy special models if desired. The old brass Flemish brackets also agree admirably with Jacobean panelling, while for the moulded panelling of a later period they have some delightful Georgian brackets, all these designs, of course, being adaptable for centre lights. Messrs. Tredegars have been particularly fortunate in the design of Chippendale mahogany centre lights, with bowl fittings in satin glass or alabaster, and they have some lovely modern things of the same type with satin glass bowls tinted to suit special rooms. For table lights antique candlesticks have been utilised, of which the most beautiful in metal with a double twist stem has been copied from an old Greek model, and there are others in wood, lacquer or metal of all periods, while modern ones in armour bright metal are multifarious. A novelty which deserves special mention is an alabaster vase made in various classic shapes with a fitting inside. When lit the shape of the vase is revealed in a soft glow that illumines without making a definite light. It is a most charming way of relieving a dim corner without destroying the shadowy effect which is so valuable, especially in a moderate-sized room.



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CHOICE AND CHANCE.

BY WILLIAM SCHOOLING.

CHANCE is a very real thing to us, but it has no objective existence whatever: it is just a name for one kind of ignorance. It can be dealt with, and guarded against, and calculations made about it, and the calculations come true; but the thing chance is a nonentity. It affects our lives, and may ruin us, or make our fortune; and yet there is no such thing.

If an unwanted fire occurs there is some reason for it. A match sets fire to a curtain; an old beam over a fireplace in a country house smoulders for a long time and then bursts into flame; or a bowl of water in a window acts as a burning-glass and sets fire to the tablecloth; or some one of countless other causes produces the fire. If precisely the same conditions could be reproduced the fire would happen again in the same way. The world would be an impossible place to live in if it were not regulated by what we call "law," by which we mean a sequence of events that in similar conditions always follows the same course.

Although there is no chance, there is abundance of ignorance about the enormously complicated combinations of cause and effect which are continually taking place, and the absence of knowledge about these things compels us to take defensive measures of various kinds just as if they happened by chance.

THE RISK OF IGNORANCE.

If I knew enough about these complexities to feel sure that ten years hence I should have a fire that would do damage to the extent of £500, and if the insurance companies shared my knowledge, they would not issue a fire policy to me; the proper thing to do would be to pay about £42 10s. a year, or £425 in the course of ten years to secure £500 at the end of the period. If, on the other hand I could trace out all the combinations of circumstances applying to my property and be certain that I should at no time experience a fire, I should naturally abstain from fire insurance. Matches do not of their own accord open the boxes they are placed in, strike themselves, and hold themselves against curtains; and a fire does not arise in any way without a real and necessary cause. The people who take policies that secure them against the financial consequences of happenings of this kind are sensible enough to recognise the present limits of human knowledge; those who abstain from insuring against fire, accident and other such contingencies, which may involve a loss of money, are acting as if they possessed the knowledge which, in the very nature of things is inaccessible. They "trust to chance" which, as we have seen, has no existence in itself and is a name for ignorance. It seems a flimsy kind of nonentity to rely upon!

When other people's property is concerned it is frequently made part of the contract, as in a lease, that it shall be insured against fire, and it is only when their own welfare is at stake that people are foolish enough to run the risk themselves and remain uninsured. In one sense of the word a man cannot remain uninsured because he is simply insuring himself: he may be said to be running a fire office with only one risk—his own—on the books, and as likely as not with no funds. Any sane man would regard this as a foolish enterprise to undertake and would see further that it was an undesirable office in which to insure, since it does not present the essential feature of security unless the individual's wealth is large in proportion to that part of his property which fire could destroy. In this case he is only guilty of the one folly of conducting a perfectly futile fire office, instead of the more common double folly of running a futile office, and insuring in it as well.

EMPLOYERS' LIABILITY.

What I have said about fire applies equally to accidents, burglaries, and various other contingencies in regard to the happening of which we are without knowledge. Under the Workmen's Compensation Act employers are liable in certain circumstances to compensate their servants when accidents occur. This may mean the payment of a capital sum of as much as £300, or the still more serious liability of an annuity for life. Injured employees and their representatives are preferential creditors and the risk of liability is by common consent regarded as so serious that insurance is treated as a matter of course. Policies affording protection against this risk, and against fire, are a normal expense for every business house, and none but the most thoughtless and careless omit the precaution. Where

business interests are concerned it is known to be a matter of necessity and scarcely at all a question of choice. For the most part it is only private householders who omit to guard against that chance which is merely a consequence of ignorance. There is scarcely anyone who makes the choice of remaining uninsured; he simply (in a slang phrase) "lets it slide." No one would be quite so foolish as to choose to rely upon ignorance when by a very small payment he can put himself in the same financial position as he would be in if he had complete knowledge of future happenings in regard to fires and accidents.

SICKNESS AND ACCIDENT INDEMNITY.

That a man should make provision for the accidents of his servants, and not for those which may occur to himself, would be a curious example of unselfishness were it not that abstention from accident insurance is not a choice but a drift, and people drift in these matters for lack of imagination. They know, if they care to think, that there is an infinitely complex play of forces going on all round them, which may at any moment produce a state of affairs involving them personally in substantial loss. They do not so much choose to remain a plaything of these forces as simply ignore their existence.

A most instructive new departure in sickness and accident insurance has been made recently by the Norwich Union Fire Office. The new policy is worth attention not only for the practical benefits which it confers, but also for the light it throws upon the true nature of insurance. I have emphasised the fact in previous articles that insurance is a process of indemnity against loss from the contingency insured against, and ought in no sense to yield a profit to the insured. To a great extent the old forms of sickness and accident insurance failed to observe these two conditions. They provided a fixed rate of compensation during total incapacity, and a lower rate during partial incapacity. If as a result of illness or accident a man's income does not suffer and the expenses of his illness are slight, the greater part of the compensation under the policy is pure gain. If, on the other hand, the illness is of brief duration, but involves an expensive operation, nursing charges, and the like, the compensation may fall far short of meeting the direct financial effects of the accident or illness. If, further, the incapacity causes loss of income, the failure to insure is still more marked. Hence the old forms of policies were liable to fail in two ways: they did not provide complete indemnity, and they did offer the possibility of making a profit out of the accident.

The Original Indemnity Policy of the Norwich Union guards against both these dangers. The insured person, in effect, sends to the company his bills for doctors, nurses, chemists, increased household expenditure and the like, and the company pays them. A short illness may cost the company much money, or a long illness may cost it little; but whether it be long or short it costs the policy-holder nothing, and it cannot yield him a profit. This principle of indemnity is carried farther still, for the policy-holder can, if he chooses, insure against loss of income resulting from accident or illness, and he can also secure the payment of a substitute when, as in the case of a doctor, for example, it is necessary or advisable to appoint one. Thus the two principles of insurance are, for the first time, adequately applied to the important risks of sickness and accident.

LOSS OF PROFITS DUE TO FIRE.

Little by little we are seeing the beneficial extension of insurance within its proper sphere. Consequential loss from fire is a comparatively recent development which is not even yet as well known as it should be, though in some cases its value is very great. A comparatively small fire in an hotel kitchen may involve a comparatively small claim for material damage, but the consequent loss of profit may be considerable. The payment of rent during rebuilding after fire has long been familiar; but the provision of loss of profits is, as I have said, a more recent matter. The disturbance to a business may be very great; temporary premises may have to be obtained; orders may remain unexecuted, or cost more to complete; connections may be lost; standing charges may still have to be met, and the normal profits may be greatly reduced. The risk is a real one; satisfactory methods of assessing the claims in such cases have been devised, and the system demands a wider use being made of it than is the case at present.

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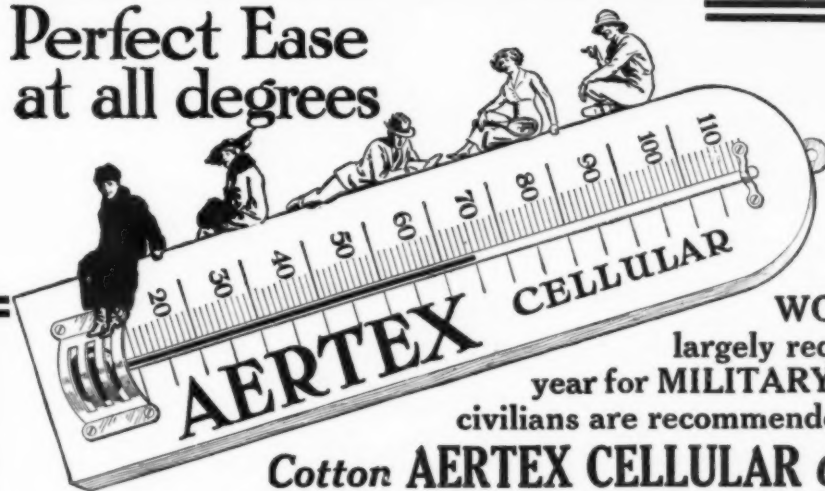


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CHOICE VERSUS CHANCE.

In these and other ways choice can with advantage, and success, be pitted against chance. The knowledge that has been acquired and has been used to build up great insurance institutions can be used against the consequences of that ignorance of which I have written. It is not always the case, however, that the choice is wisely made even when the intention is to act sensibly. Having decided to make sure about the financial consequences of fires and accidents, many thousands of policy-holders have gone the wrong way to work for making sure financially. Real unassailable financial security is available in abundance, and yet some companies, whose position leaves much to be desired, transact a considerable volume of business. There is much to gain, and nothing to lose, by selecting an office of unquestionably front rank, and the approach of Quarter-day makes it advisable for each man to satisfy himself that not the smallest doubt exists about the ability of the office in which he is insured to pay his claim should one occur. Fortunately fire and accident policies in an inferior office can be discontinued

without loss and fresh policies taken in a good company. It is not merely that an office that is financially strong is abundantly well able to pay, but it is more likely to be generous in the settlement of claims. All the advantages lie with the good companies and their policy-holders. Second rate offices seldom obtain the best class of risks; they have to pay a higher rate for the business that is sent to them; not infrequently for the sake of building up a large premium income they enter into undesirable re-insurance contracts, which are often unprofitable; and, if they do not work at a loss, they at least earn smaller profits which they may seek to increase by illiberal and inadequate settlement of claims.

The choice of a weak company and its attendant drawbacks is most conspicuously foolish; but fortunately if a mistake has been made it can be remedied at any time without loss. In this respect fire and accident insurance is different from life assurance, under which, because the premium increases with age and for various other reasons, a change cannot be made without sacrificing some part of the money that has already been paid.

FROM THE EDITOR'S BOOKSHELF.

Scotland for Ever, with a Preface by the Earl of Rosebery. (Hodder and Stoughton.)

LORD ROSEBERY has never used the fine gift which earned for him the title of "The Public Orator of the Empire" better than in his great task of Recruiting Sergeant-in-Chief to Scotland. His preface to this gift-book of the Scottish regiments strikes the note of jealous pride in the unmatched service of the Scots in every campaign which Great Britain has fought. "United as clans, proudly conscious of the battles on their colours, holding their traditional reputation as a sacred trust, they are a brotherhood of honour on which the country confidently relies in peace and in war." The book itself is a delightful medley. Plain record is mingled with romantic narrative of the fighting Scot during four centuries, interspersed with attractive coloured plates showing him in kilt or in trows as he appeared at different periods. James Grant is freely quoted, and thus enjoys a second spring of reputation. He did much to make the Scots soldier a living reality; but we miss the portrait of Dugald Dalgety, surely the type and pattern for all fighting Scots. As becomes the senior regiment of foot, the Royal Scots take pride of place in the book, but something less than justice is done to their great record. We are told of Hepburn raising the regiment in 1633 for the service of the King of France, but the significant fact is omitted that he did so by warrant of Charles I, a document which makes the Royals senior not only to all foot regiments, but to all the Guards, the Coldstream not excepted. It is not true that the Royals followed James II into exile, though the Earl of Dumbarton, their colonel, did so. They mutinied against William III, and, indeed, were the only regiment that held their oath sacred, as William, a sound judge of military honour, was quick to see and pardon. But we do not look for little inaccuracies in a book like this. It does the one thing needful; it stimulates a grateful pride in the great doings—never greater than to-day—of the fighting Scot, and sounds a trumpet call to the young Scotland of to-day to sustain the glorious record of Lowlander and Highlander alike. We may add that it is a notable three shillings' worth, and that the profits go to the Scottish branch of the British Red Cross Society.

Life Histories of African Game Animals, by Theodore Roosevelt and Edmund Heller. Two volumes. (Murray.)

THE most highly trained armchair-naturalists are more often than not unobservant and useless in the field, while the most daring hunters are seldom good naturalists. The result is that the one has to supply the omissions of the other. Mr. Roosevelt, collaborating with Mr. Edmund Heller, has succeeded in collecting and putting on record for the "closet-naturalists" an immense amount of data which, when applied to their technical knowledge, should prove of great value. The story of his experiences, and the information contained in the "life-histories" should be of use to all sportsmen who are "real" enough to want to know about the beasts they hunt as well as to kill them. The title is somewhat misleading, for the personal observations of the authors were confined to a very small portion of Africa—namely, British East Africa, Uganda and the Upper Nile regions. It cannot be said that there is much originality in these volumes. Dealing as they do with a portion of Africa which has come in for more attention on the part of hunters and naturalists than any other, it is a wonder that there is room for another account of its fauna. They claim attention, however, as a complete record of all that has been said on the subject, with the additional knowledge which Mr. Roosevelt and his party came by. The feature of the work is, without doubt, the very complete series of charts illustrating the life-zones of the various game mammals. These forty "faunal-maps" are exceedingly instructive; the scheme is carried out with thoroughness throughout the entire work. The vexed question of classification is dealt with at some length. The most striking, and one may justly say brilliant, part of the work is the chapter on "Concealing and Revealing Coloration." The controversy is in no way concluded, although Mr. Roosevelt vigorously ridicules the school of "protective-colorationists," and makes out a very strong case against them. The work will prove a useful book of reference to all students of African fauna, but it would have been better had all reference to the prowess of the authors as hunters been left out. Of hunting and killing we have had our full share of late. The illustrations, no doubt, serve an educational purpose, but

photographs of dead beasts and stuffed ones can give no pleasure. Perhaps we have become hypercritical after the truly wonderful pictures of live wild game to which we have been treated during recent years. There are some powerful sketches by Mr. Philip R. Goodwin.

The Valley of Fear, by A. Conan Doyle. (Smith, Elder.)

ONCE a Sherlockian, always a Sherlockian. When at long intervals during the last few years those great creations, Holmes and Watson, have been resuscitated, we have, we must frankly confess, sometimes been disappointed; but we have always welcomed their next appearance with renewed hopes. And this time we are not disappointed. In this story, which has just ended a successful career in the *Strand Magazine*, Sir Arthur Conan Doyle has come back to his best manner. *The Valley of Fear* is almost as thrilling as the Boscombe Valley mystery. Perhaps it is only our loyalty to our earliest loves that makes us write "almost" instead of "quite." As he did in "The Study in Scarlet" and, in a lesser degree, in "The Sign of Four," the author has adopted the method of Gaboriau; that is to say that after the solution of the mystery we are whisked back into the comparatively remote past in order to learn why it all happened. In this instance a corpse is found in admirably puzzling circumstances in a romantic old Sussex manor house with a drawbridge, where Charles I had once been hidden. The official police go off, chasing will-o'-the-wisps, while Holmes fastens on the vital fact of the one dumbbell, just as in "Silver Blaze" he alone realised the importance of the curried mutton and the "curious incident of the dog in the night-time." Having found out who killed who, we have to be told why, and for that purpose we go back to a mining valley in America, where years before a society of secret, black and midnight murderers, called the "Scowlers," had spread a reign of terror. This is a rather cumbrous method, because half way through the book the reader's interest has to be worked up all over again; but we gladly admit that in this case the process does not take very long. There is always something exciting in a secret power that brings inevitable doom on those that offend against its laws. To take two resplendent instances, who has not been thrilled to the marrow by the Destroying Angels in "The Dynamiter" or the formidable voice that cried "Traditore" through the windows of the "Pavilion on the Links"? Sir Arthur Conan Doyle cannot quite soar to those heights, but he does produce a fine atmosphere of terror and gloom, and tells his story, as ever, dramatically and well. We could wish that Professor Moriarty had not been introduced. He is not essential to the story, but seems rather to have been dragged in by the heels. The Professor was always so omniscient and omnipotent that we never could quite believe in him; and when, some years ago, he disappeared into the seething abyss of a Swiss waterfall, we should personally have preferred that this should be the end of him. Still, he is an old friend, and it is perhaps an act of ingratitude both to him and his creator to make even this small criticism on a most capital story.

The Business Adventures of Billy Thomas, by Elmer E. Ferris. (Macmillan.)

"TRAVELING and selling goods is the greatest business in the world." These words, which he has put into his hero's mouth, clearly represent the chief article of Mr. Elmer E. Ferris's faith, and he writes with so pleasant a fervour as to make out a very good case for himself. Mr. Ferris, who is, we need not say, an American, has some of the qualities of two distinguished authors—Miss Maria Edgeworth and Callisthenes; he combines moral precepts with a vivid and entertaining style. He has also a dash of those anonymous and inspired creatures who write advertisements of business encyclopaedias. Jim Pinkerton would unquestionably have thought him the "brightest," "livest" of all the authors in the world. For ourselves, we have never had either the ambition or the requisite talent to be a commercial traveller, but we have been fascinated by every word of Mr. Ferris's truly surprising book. We feel the deepest sympathy with Billy when his ingenious efforts to sell "B and B" coffee are harshly rebuffed; we are delighted when he books his first order, and we are filled with constant admiration at his endless new "stunts" and devices. His racy American, which is an entirely separate language from English, is, too, a perennial joy. As he

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himself says, "A man has got to keep his think-tank working if he is going to get anywhere in business," and Billy never stops thinking and very rarely stops talking. First of all he saves his money and invests it in a department store in a country town. Then he marries a very priggish young woman with a college education, whom we dislike. However, she has a good effect on him, for not only does he sell more and more goods, but he occupies his evenings by educating himself. This is his opinion of Mr. Arnold Bennett: "He's a classy writer all the same. Why, that guy makes over \$50,000 a year from writing . . . Jack London is nothing but a piker beside this man Bennett. Why, Bennett is getting to be the big literary noise all over Europe." From Mr. Bennett he turns to Epictetus, doubtless in one of the late Lord Avebury's compilations, and by introducing a quotation from him into a harangue on pure food, books a splendidly large order. "Now, of course," he says, in narrating the incident, "I like to be modest and proper, but I am telling you gents right now that when a man can hand out a quotation from Epictetus like that without butting an eyelash, why, if that isn't culture, then I'm a Chinaman." How much we should like Billy in real life we cannot be sure. It is possible that his "careful of straight talk" or "flow of verbiage" might be a little overpowering, but in Mr. Ferris's pages we frankly love him.

War-time Verses, by Owen Seaman. (Constable.)

TO have to produce a copy of verses week after week and year after year must be very exhausting. When, as has been Sir Owen Seaman's lot for the last nine months, the versifier is practically confined to a single subject, and that the gravest, his task must be one beside which that of a Poet Laureate must be simple indeed. If, therefore, we sometimes feel inclined to say that Sir Owen is not quite so entertaining as he used to be, we should check the ungenerous impulse and rather admire him for maintaining, as he does, a consistently high level of workmanship. His technical skill is always a source of pleasure, and when he writes on serious subjects he has the great merit of being always dignified. Many of these war verses are, as is natural, addressed to the Kaiser, who still, as ever, offers irresistible opportunities.

Master of all the Arts, and, what was more,
Lord of the limelight blaze that let us know it—
You seemed a gift designed on purpose for
The flippant poet.

None of these new verses has quite the sparkle and spontaneity of the famous ones that are popularly supposed to have caused the banishment of Mr. Punch from Potsdam, but they are skilful and pungent and have often a very effective bitterness. Of the more solemn pieces, we like best that in memory of Lord Roberts. It is lacking in lines that give the supreme thrill, but it is written with real dignity and feeling.

The Man Who Was Afraid, by William Westrup. (Hurst and Blackett.)

"BILLY PORTSMOUTH" is a man young, strong and apparently healthy, but afflicted with the disease of a pitiful terror which makes him afraid of everything, even of a few little ragamuffin boys who shout at him in the streets of Durban. He has lost his memory and does not know who he is or where he comes from or why he is frightened. His condition has, in fact, been caused by a blow on the head, and the story is that of his gradual coming back to life and his happy marriage to the heroine Ruth. The picture of the poor broken-down creature is well drawn, and is the better because it is not overdrawn. The scene is laid in South Africa, and the pictures of life on Durban quay, where Billy's redemption begins by his tallying cargo, gives us the comfortable feeling that the author is writing of what he knows. He can make us feel something of the atmosphere of a place we have never seen, and that is always to an author's credit. The book is, it must be admitted, rather long, but it is well and soberly written.

A Man from the Past, by Stanley Portal Hyatt. (T. Werner Laurie.)

THIS involves spied conversations, stolen inventions, a shipwreck, murder, blackmail and calumny round a young girl in helpless circumstances, and a "hard" man, who, out of a potentially brutal and slave-driving employer, develops into the real hero, of whose true character we entertain suspicions from the very first on learning he is lean and masterful. He is handicapped in his love for the unhappy daughter of the poor old inventor by a previous engagement to Lady May Carlingford, a young society woman of regal presence and icy character; whereas the girl is bound by the slender ties of memory to a young engineer, whose death by drowning suggests a happy solution consummated by a rather too obviously engineered *faux pas* on the part of Lady Mary. The business of recovering the stolen plans, gaoing the criminals, weathering a strike and a countryside scandal—quite unfounded—occupy the reader's attention in the bits between. Though the chapter headings—"Foiled Again," "A Letter from the Grave" and "The Hand of Fate"—are as undaunted as ever, this book may be described as a melodrama of the very soberest kind, perhaps barely one at all, as no attempts are made on the young lady's honour or person. And yet the sinister figure of the red-headed man, who skulks in and out of the pages sporadically, and must be the one from the Past, exudes a strong flavour of it. The dramatic situations, of which there are many, are dealt with very cursorily, but the setting—even the shipwreck—is collected and definite enough, indicating an author painstaking or conversant with his matter. The general solidity and workmanlike handling of the theme partly excuse its unambitious level.

The Carnival of Florence, by Marjorie Bowen. (Methuen.)

IN the story of Aprilis, the charming, if somewhat fickle, daughter of a money-lender of Florence, it cannot be said that Miss Bowen is at her best. Aprilis is a character whom it is quite impossible to admire. Unstable as water, she is first betrothed to one man, in love with another and finally married to a third, with whom the author leaves her; and leaves the reader under the impression that passion has died suddenly in one whom the gods intended to be passionate all her life throughout. Had she proved the world well lost for the fiery Piero one could better have loved her; as portrayed, she is

somewhat of a disappointment. Apart from Aprilis it is a pretty story enough, but might well have been a little shorter.

Plain Jill: A Mere Love-Story, by May L. Pendered. (Chapman and Hall.)

OF course she wasn't too impossibly plain, only just enough to accentuate the hard and soulless beauty of her successful rival, the Honourable Vivien Davenant, and to add a deep touch of pathos to the stock-in-trade of a proper heroine. So that when the Hon. Vivien jilts young Lord Sweyn of Thorwald, over the merest financial embarrassments, and he leaves the country for ever, we feel that her humble case is not hopeless. And true enough, as he lies shattered on a Balkan battle-field, our heroine, thanks to her abnormal psychic powers—she is, by the way, an extremely talented artist as well—is able to receive instant telepathic communication of the fact and send out timely succour, having, in the meanwhile, restored the family fortunes of that noble house by "dowsing," so to speak, the lost treasure in a thunderstorm, with the help of a ghost. So you see how indispensable she is. The tale runs smoothly to its appointed, and never for a moment to be doubted, happy ending; materially assisted by a regular fairy godfather, in the shape of a fabulously wealthy and devoted American of the deepest dye, who is, perhaps, the most distinct and human person in the book. On the whole, a book to assuage rather than to stimulate the intelligence.

Tares, by E. Temple Thurston. (Chapman and Hall.)

IN this collection of short stories and sketches the chief interest naturally attaches to those that bear upon the war, four in all. Among these the one dealing with certain aspects of the German occupation of Belgium, and from which the book takes its name, is much the best, though very horrible. It is the best because whereas the rest are purely fanciful, this is founded on facts which have evidently made a powerful appeal to the author. He has written with the conviction of sincerity, and we would commend the story to the special attention of those sentimentalists who still persist in believing that if their erstwhile German friends ever land on these shores in military guise they will bring the manners and self-restraint of civilisation with them. Mr. Thurston is more happily placed when writing the delicate little silhouettes of English life with which his best work has always been associated. "Little Misery," the chambermaid in a London hotel who liked Lord Kitchener alone among men "because he hates women," is pictured in his very best style, though Bellwattle, with her malapropisms, runs her close. There are in all a dozen or so pieces in the volume of varying merit, but mostly good, and some (among which must be included the story of Cuthbertson, an amateur prize-fighter with a terrific upper-cut, only he never got home with it) excellent.

Adventures in Africa. Under the British, Belgian and Portuguese Flags, by J. B. Thornhill. (John Murray.)

"THIS work is an attempt not only to describe the life of a pioneer in that portion of South Central Africa known as Katanga . . . but to give a concrete idea of the exploitation of that wonderful region of which Katanga forms a most important part on account of its richness in base minerals." It belongs to the small and limited number of books on Africa written by men who really *know*, from years of residence, the real condition of things, as apart from the hasty superficial views garnered by the travelling visitor. It makes unusually interesting reading, dealing as it does with a part of Africa with which the general public is but little acquainted. Not least interesting are the sidelights it throws on the author's character, concerning which he is most frank and impersonal, more so in print than we should judge he ever would be in person. We hope, under another sky, he may have found the lady of his dreams! George Grey, who has been more than once described as "the greatest Englishman of his day," enters largely into the author's narrative, being, as he was, manager of the T. C. L. in the Southern Congo. Gifted with extraordinary powers of endurance, he accomplished the most wonderful bicycle ride that ever has or ever will be done in Africa; he possessed many of those qualities which seem to mark out the Englishman as pre-eminently fitted to rule in a country like Africa. Many anecdotes of this splendid man will interest the reader, and a full account is given of the sad manner in which he met his death. "We always said in Katanga that the lion would get him," though he was a dead shot. Several noteworthy incidents are recorded in connection with the fauna of the country. Prince Albert's (as he then was) visit to the Congo is of especial interest at the present time.

Soldiers on Service, by Captain Horace Wyndham. (Evelleigh Nash.)

THIS is a thoroughly practical little manual, well and simply written by an officer on active service in France, which should be of great help to those who are now hoping to go there. The soldier who is just going abroad must often wish to be told what will happen: how he will embark and disembark, how and when he will receive his pay and write his letters and do half a hundred other things. To know some of these things in advance does away with some of the feeling of strangeness and the necessity for asking questions. Captain Wyndham seems to have given him just the sort of thing that he would like to know, together with many practical hints as to the equipment he will want, and some good sound advice on such matters as discipline. Finally, there is a glossary of French words that the English soldier is likely to find useful. How he will pronounce them is another matter, but Captain Wyndham has certainly done his best for him, and as the manual only costs 6d. it deserves and should have many purchasers.

BOOKS RECEIVED.

Love in War Time, by Ambrose Pratt. (F. Werner Laurie, 6s.)

The Spy, by Maxim Gorky. (Duckworth, 2s. 6d. net.)

Hope, by R. B. Cunningham Grahame. (Duckworth, 2s. 6d. net.)

The Dawn (Les Aubees), by Emile Verhaeren. Translated by Arthur Symonds. (Duckworth, 2s. net.)

Hyssop, by M. T. H. Sadler. (Constable, 6s.)

Millstone, by Harold Begbie. (Constable, 6s.)

The Royal Navy List: Who's Who in the Navy, 1915. (Witherby.)

Overheard at the Front, by Charles G. Harper. (Hilfe, 1s. net.)

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A WONDERFUL COLLECTION.

LOVERS of beautiful things should on no account miss the Exhibition of Old English Plate, arranged by Messrs. Garrard & Co., Ltd., 24, Albemarle Street, W., in aid of the British Red Cross Society and St. John of Jerusalem in England. Their position as Goldsmiths to the Crown and incidentally to most of the oldest families in the country, has acquainted the organisers with much of the historic plate in the country, and the owners have generously placed some of their most interesting treasures at the firm's disposal, thus bringing together a collection remarkable alike for its intrinsic value and its historic associations. His Majesty the King has sent three exhibits of royal and civic interest. The first of these is a cup and cover (A.D. 1705) which was given by Queen Anne to Sir John Leake, Captain of the Eagle, at the battle of La Hogue. Next comes a large and extremely handsome cup and cover "presented to Sir Thomas Munday, Knight, Mayor of the City of Oxford, as his fee for performing, in right of his office, the duty of under-butler at the Coronation of His Majesty, King George III, in the year 1761"; and finally, a pair of Charles II goblets which were used at the Coronation banquet of William and Mary, and by perquisite became the property of Henry, seventh Duke of Norfolk. Some other exhibits have been connected with Royalty in less pleasant fashion; thus, the Howard Grace Cup lent by the Duke of Norfolk. Close by is a plain communion cup (A.D. 1629) inscribed on the foot: "King Charles the first received Communion in this Boule on Tuesday the 30th of January 1648 being the day in which he was Murdered." Another exhibit of sinister association is a Charles I silver lent by the Marquess of Crewe, which belonged to Thomas Wentworth, Earl of Strafford. Sir Ernest Cassel has sent the famous Commonwealth Blacksmith's cup (recently purchased at Christie's for £4,100), and the Duke of Portland has contributed a plain two-handled Queen Anne cup made from the last Privy Seal of England before the Union with Scotland in 1707. Among the lenders we note H.R.H. the Prince of Wales, Queen Alexandra, Prince Arthur of Connaught, Princess Christian, the Duke of Beaufort, Lord Rosebery, Lord Curcliffe, Lord Swaythling, Lord Rothschild, Mr. Alfred de Rothschild, Lieutenant-Colonel W. Stanyforth, Mrs. Hornsby Drake and many others.

A LABOUR-SAVING WATERING AND SPRAYING MACHINE.

Watering and spraying are two processes of cultivation which cannot be performed in a hurry, if only for the reason that they must be thorough to be effective. All good gardeners, for example, will agree that to water insufficiently is as bad as, if not worse than, not watering at all, because while a light sprinkling cannot penetrate the ground to a sufficient depth, the hint of moisture it gives encourages the roots to turn upwards in search of what there is, with the result that they are more exposed to drought than before. With spraying, obviously anything short of thoroughness is useless. Both these operations represent a considerable expenditure of time that in these days of scarce labour can ill be spared, and therefore considerable value is attached to a useful little petrol-driven pump suitable for spraying and watering purposes recently introduced by Messrs. Merryweather and Sons of Greenwich, which attracted considerable attention while on exhibit at the Bath and West and Southern Counties Agricultural Show at Worcester last month.

The pump and engine are mounted on a light two-wheeled carriage, which can be easily moved about by one man, though a four-wheeled carriage can be fitted if preferred. The pump, which is of the double barrel reciprocating type, has been named the "Ravensbourne," and for watering operations will deliver about 2,000 gallons per hour, while for spraying purposes it will serve four or six jets simultaneously. The engine is of the single cylinder vertical type, 2 h.p., and drives the pump through spur wheel reduction gearing. This type of pump is being extensively adopted in cases where light pumping machinery is in demand. It is simple in construction, there being absolutely no complicated parts to get out of order, so that it is excellently adapted for service as a general utility estate pump. A small belt pulley is fitted to the shafting between the engine and the pump, and by throwing the pump out of gear the power can be utilised to drive light machinery, such as chaff cutter, cream separator, sheep shearing plant, etc.

LORD ROSEBERY AND BATH.

We have on more than one occasion referred to Bath as an ideal spot for a between-seasons holiday, especially when some recuperative treatment was necessary, so that it is interesting to find so eminent a person as Lord Rosebery very much in accord with us. Lord Rosebery, who has been taking the waters at Bath recently, attended a meeting of the Bath City Council, and in response to the Mayor's welcome made an able speech, dwelling largely, of course, on the war. With reference to Bath itself, however, he said: "I confidently assert that the City of Bath in the month of May is the most beautiful city or town in the kingdom. Its noble site, its superb architecture and

stone, its streets, its foliage and its blossom constitute a sum which I am quite certain will be seen nowhere else in the country. There is no other place in the world that I know of where you can walk along a street and be quite happy simply in observing the architecture of that street. That is the case in Bath; there is not an ignoble street in Bath. There is not a street where you cannot find some gorgeous relic of the past which appeals to you with all the force of architecture, and also embodied history. Your gardens—if you are weary at all of the architecture of the street, you have only to pass on one side and you go into a sumptuous, beautiful garden. No, there is no place like Bath in May. I will not dwell on my former visit; it was still beautiful, but not with all the radiance of this month. And therefore I think you may challenge England, or even the world, to show so beautiful a city as this at this time. It is therefore, perhaps, with mixed motives that people come to Bath. We pretend to come and drink the waters, but it is quite possible that the pleasure of living in Bath is as much the object with us as those salutary streams which seem to have done so much good to the Romans as to enable them to preserve the empire of the world."

TO PREVENT GUNNERS' DEAFNESS.

Among the minor horrors of war, although it is really a serious one and only "minor" by comparison, is gunners' deafness. The only way of mitigating the evil effects of concussion is by plugging the ears, and this must be done very carefully, so as not to injure the interior of the ear. Something soft and pliable, yet sufficiently adherent to ensure its removal in its entirety when no longer required, and at the same time sufficiently solid to form an efficient barrier to the shock of explosion, is what is required, and an excellent material for the purpose has been found in Harbutt's Fibrous Plasticine. It makes a thoroughly efficient plug, of a texture which cannot injure the ear, and is very simple of manipulation. All that is required is to pinch off a piece of the Plasticine—about the size of the end of the little finger—and roll it with the fingers into a pear shape or cone. Insert the tip into the cavity of the ear, then press and spread the broad end of the cone to the ear so as to make it air-tight.

To take it out, the thumb pressed at the back of the ear will force it forward, and it can easily be removed by finger and thumb. There is nothing injurious in the material, and it is unaffected by water. Fibrous Plasticine is not only useful to gunners, but to ordinary people who are worried with heavy noises like travelling in the Tubes or heavy traffic. By the aid of a couple of small plugs these irritating sounds are reduced to a slight murmur, although conversation is still plainly audible. For particulars we would advise our readers to write to Messrs. Harbutt's Plasticine, Limited, Bathampton, Bath.

PROTECTION FROM FIRE.

The possibility of fire is the only natural danger that we in this country, where flood and earthquake are practically unknown, have to consider seriously; but it is a very real and ever present danger, and one which the country dweller ought to consider even more closely than the town dweller, who has the advantage of municipal protection close at hand. Just now, moreover, the menace is vastly augmented by the possibility of a Zeppelin raid. It does not do to reflect that one lives at a distance from any possible objective of these air brigands. Zeppelin raids, like other schemes of mice and men, have a way of "ganging agley," and we have recently seen the innocent householder suffer. In consequence, we have had much information on the subject of what to do in case of a bomb outrage, and among other things, such as shutting doors and windows, switching off electricity and gas at the mains, the authorities suggest that water should always be kept standing in readiness. The advice is sound enough in the case of an ordinary fire; but a bomb filled with petrol spirit, or some other infernal mixture, requires stronger treatment; in fact, in case of a liquid filling, water would only tend to spread the conflagration. Fortunately, there are chemical extinguishers of more certain effect than water, and one, of which the efficiency has been very highly tested, is that made by "Kyl-Fyre," Limited, of Eastbourne, the London agents being Messrs. Wiggins and Rihll, 7, Mark Lane, E.C.

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RACING NOTES

WITH the catalogue of the First July Sales I shall be able to deal more fully later on. The result of these same sales will be awaited with keen interest, for to a considerable extent it will enable breeders to gauge the trend of affairs as regards the business which is their immediate concern. Breeders there are, I may add, who having already—prematurely, let us hope—made up their minds that there will be no market for their stock, have decided not to attempt to dispose of them, but to hold on in hope of obtaining better prices next year. Meantime a glance over the preliminary catalogue for the First July Sales shows plainly enough that some breeders intend to “face the music” as soon as possible. Among these is Mr. W. Murland, who will test the market with five yearlings—two by Dark Ronald (sire of Vacluse, My Ronald, Dark Opal, Brown Ronald, Dacato, Arbella and St. Ronald; all winners this year), then there is a colt by Sunstar out of the dam of Merry Mabel and the fourth of this fashionably bred lot of yearlings is a filly by Roi Hérode out of a mare by Kilcock. If yearlings such as these fail to sell, and sell well, the outlook will be anything but reassuring for breeders unable to offer such attractive stock. Another seller at these sales is Lord Derby, whose five yearlings are got by such sires as Cicero, Chaucer and Spearmint. It may, too, be noted that seven yearlings are to be sold by order of the executors of the late Mr. Brodrick Cloete, and four by the executors of the late Major Eustace Loder; among the former are a colt by White Eagle out of the Oaks winner, Cherimoya, and a filly by the same sire out of the dam of Mushroom. Yearlings bred as some of those just mentioned need to fetch a reasonable price if they are to do no more than recover the amount paid in stud fees. Take Mr. Murland's five. To produce them the stud fees alone came to somewhere about 800 guineas. The fees paid for Spearmint, Cicero and Chaucer, sires used in the getting of the yearlings sent up by Lord Derby, are, respectively, 300 guineas, 300 guineas and 200 guineas; and White Eagle, sire of some of the yearlings sent up by the executors of the late Mr. Brodrick Cloete, stands at 300 guineas.

Mention of sires and their fees reminds me that we have not yet taken into account the doings of the leading sires in this sadly interrupted racing season. This may be a convenient opportunity for so doing, because, although the races which will stand for this year's Derby and Oaks are to be decided this week, reference to them must be held over until they have been lost and won. As far, then, as the records go, they place Polymelus first on the list—the place he occupied last year—with four winners and a total of 9,098 sovs. to his credit, an amount to which Pommern, winner of the Two Thousand Guineas, has contributed 7,100 sovs. Polymelus, by Cyllene out of Maid Marian, by Hampton, was bred by Lord Crewe and purchased by his present owner, Mr. S. Joel, for 4,200 guineas at the September Sales in 1906. Dark Ronald, whose services are no longer at the disposal of English breeders, comes next with seven winners and a total of 8,703 sovs. in stake money, the greater portion of which, 6,200 sovs., has been earned by Vacluse. Dark Ronald is by Bay Ronald (sire of Bayardo) out of Darkie, by Thurio out of Insignia, by Blair Athol, was bred by Mr. E. Kennedy at the Straffan Station Stud and sold for 1,300 guineas at Doncaster when a yearling. Third on the list comes Orby, winner of the Derby in 1907. To his credit stand three winners and 3,387 sovs. A very beautiful horse is this, got by Orme out of Rhoda B, an American-bred mare by Hanover, out of Margerine, by Algerine out of Sweet Songstress. Most of his stock can go; some of them are singularly good-looking, but up to now speed rather stamina seems to be their strong point. His fee is 99 guineas; he was bred and is owned by Mr. Richard Croker, and is now standing at the Glencairn Stud, Carrickmines, Dublin.

Next to Orby comes Santoi, a good all-round sire, whose stock show both speed and stamina and frequently improve with

age. This year he has had five winners, among them Fiz Yama, very useful in long-distance handicaps; Achtoi, an improving three year old, to whom we may have to refer again; and China Cock, quite one of the most popular horses in training. Santoi is a very powerful, short-coupled, deep-bodied horse—a whole-coloured brown—and was himself a racehorse of good class, winner, among other races, of the Ascot Gold Cup. He was got by Queen's Birthday out of Merry Wife, by Merry Hampton, bred by Mr. T. G. Walker, and is now owned by Mr. George Edwardes, at whose stud—at Ballykisteen—he stands at a fee of 200 guineas. Symington fills the fifth place—in number of winners he would be first—with ten individual winners and a total of 3,166 sovs. A brown horse, he is by Ayrshire out of Siphonia, by St. Simon out of Palmflower, by The Palmer, and, but for bad luck, would have taken higher rank as a sire, for both Seaforth and Nicola, got by him, were obliged to bring their racing careers to an abrupt end owing to accidental circumstances, though both had done enough, Seaforth especially, to do credit to their sire. He is owned by Mr. E. Kennedy, and is standing at the Straffan Station Stud at a fee just short of 100 sovs. It is by no means improbable that before these notes appear, Rock Sand (sire of Danger Rock) will have improved upon the position (sixth) he now occupies in the list of winning sires in this country. In an ever-memorable race for the Eclipse Stakes, Ard Patrick and Sceptre both beat him, but he is, none the less, entitled to rank as a racehorse of the first class, for besides winning such races as the Coventry Stakes, the Woodcote Stakes and the Champagne Stakes as a two year old, he won the three great classic races of his year—the Two Thousand Guineas, the Derby and the St. Leger—as a three year old. He was got by Sainfoin out of Roquebrune, by St. Simon out of St. Marguerite, and on the death of his owner, the late Sir J. Miller, was bought by Mr. A. Belmont for £25,000. His dam, Roquebrune, was, it may be noted, sold to the well known Belgian breeder, Mr. Brugmann, in 1905 for 4,500 guineas. Of the six sires mentioned up to now, one, Polymelus, is standing in England; one, Dark Ronald, has been exported; three, Orby, Santoi and Symington, are in Ireland; and the sixth, Rock Sand, is located in France. The seventh, Valens, brings us back to England again, for at a fee of 98 sovs. he is now standing at the Highclere Stud, Berkshire, the property of Lord Carnarvon, by whom he was bred and is owned. A good looking, well balanced horse by Laveno out of Valenza, by Winkfield out of Bellinzona, Valens was himself a better racehorse than the mere record of what he did would lead one to suppose, and he bids fair to become a distinct success at the stud, for he is quite a young horse—only nine years old—and in this, his fourth season at the stud, is represented by Valentinian, Swanker, Jack Annandale (winner of the Sandown Park Stud Produce Stakes), The Vizier (winner of the Esher Cup) and Volta (winner of the Victoria Cup this year and four races last year). Littleton, by Rightaway (by Wisdom) out of Jenny Geddes, by Galopin out of Braw Lass, is eighth on our list. His winners for this season are eight in number, among them View Law and Lord Annandale; but he is also the sire of Eton Boy, Etheric, Asparagus and other useful horses, and it is to be noted that the fee asked for his services has been reduced by half in consequence of the war. He was bred by the late Mr. W. M. Low, is now owned by Mr. O. W. Rayner, and stands at the Chieveley Manor Stud, near Newbury. The ninth place we must assign to Roi Hérode, already famous as the sire of The Tetrarch. So far as the season has gone, he has only had four winners, the three year old Hérode Agrippa and the three two year olds, King's Day, Roi D'Ecosse and King's Ally; but other of his two year olds were, I am informed, in reserve for more important races now abandoned. Roi Hérode is a grey horse, bred in France, got by Le Samaritain out of Roxelune, by War Dance out of Rose of York, and is now the property of Mr. E. Kennedy of the Straffan Station Stud.

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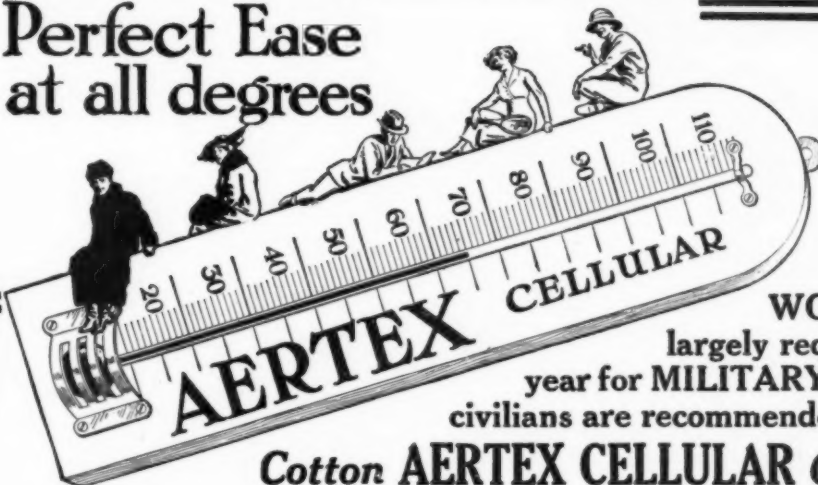
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A MIRROR FRAME BY GRINLING GIBBONS?

MY attention was drawn by Mrs. M'Creagh-Thornhill five years ago to a mirror frame by Grinling Gibbons in her drawing-room at Stanton Park, Derbyshire. I then wrote a description of it, which remained half forgotten until the appearance of Mr. Avray Tipping's "Grinling Gibbons and the Woodwork of His Age" recalled it to mind. This frame is equal to any illustrated in that book. On October 10th, 1822, the Rev. Bache Thornhill entered it in a list of the effects of his sister-in-law, Mrs. Henry Thornhill. He attributes it to Grinling Gibbons, and adds that it hung in the Palace of Versailles until the French Revolution, when it came into the possession of his family. The portrait of Louis XIV represents him in middle life, and below it falls a tangle of bunches of grapes, olives, nuts, berries, peas in their pods, hops, corn, daisies, ivy, lilies, tulips, roses, bellflowers and foliage of various kinds, all copied from life and gracefully tied with a cord of threaded beech nut cups into a thick mass. At the top of each side of this masterly composition perches a little bird, and spread wings and trumpets stand out from behind the crowned arms of France at the bottom. The collar of the Saint Esprit, with its pendant cross and dove, encircle the Royal arms, reminding us that the King of France was Grand Master of this Order. Trumpets also appear in the "Loyal Frame" at Cassiobury, in which there are carved portraits of Charles I and Henrietta Maria; but otherwise its design is unlike that of



BY GRINLING GIBBONS OR LAURENT?

the frame at Stanton. The Stanton frame, however, has many points in common with two other frames at Cassiobury, having similar birds similarly placed. Charles II, Mr. Tipping writes, paid Gibbons in 1682 £150 for a piece of carving which he sent as a present to Cosimo III, Grand Duke of Tuscany, a carving now in the Bargello in Florence. Another specimen of his work abroad, once in the Ducal Palace at Modena but now in the Museum there, bears his name, and is thought to have been a present from James II to his father-in-law, the Duke of Modena. The Stanton mirror may well have been a present from one of these Kings to their friend and ally, Louis XIV. It is much to be regretted that Mr. Bache Thornhill did not enter into more particulars about its acquisition by his family. However, when Versailles was seized by the Revolutionists it was turned into sale rooms for the disposal of the Royal possessions, and during the year that it was so used some of the finest specimens of furniture in France were dispersed abroad for practically nothing, many of them being bought by Englishmen, this mirror being, no doubt, one of them. On July 28th, 1824, Mr. Bache Thornhill added a note to the list of possessions of Mrs. Henry Thornhill made in 1822, a curious record with a possible side-light of value. It runs: "One carved oak panel, representing St. Anthony, by the same artist who carved the other also belonging to her representing the head of our Saviour. One *basso relievo* in cherry, pear-tree, or Spanish Chestnut-wood within a beautifully carved frame of the same grained wood, representing the Ascension of our Saviour—This is a very fine piece of sculpture. I should imagine it to be the work of some Italian artist. Whoever the artist may have been there is a specimen of his work at Ld. Exeter's seat, Burleigh near Stamford, of the same size, of the same kind of wood, and in a similar carved frame, the Subject, I think, is either the Crucifixion or

the Descent from the Cross: it is said to be by Gibbons, but as still life, game, fish, fruit and flowers were the principal subjects which gave employment to his chisel, I cannot think that he ever ventured his hand on historical subjects, and to believe that he had any hand in either of the two above mentioned carvings would require as much credulity as it would to believe that the Transfiguration of Rafael Urbino had dropped from the pencil of Van Huysum, Teniers, or Ostade. Of this, however, I am quite certain, that the same artist who carved the *basso relievo* before mentioned at Burleigh carved this one at Stanton." Mr. Thornhill, it will be seen from this, was unaware that when Evelyn discovered Gibbons he was employed upon copying a picture of the Crucifixion by Tintoretto, and that he also carved the Martyrdom of St. Stephen, now in the Victoria and Albert Museum. Of the Crucifixion which Evelyn mentions, nothing is known after its purchase by Sir George Viner, whose heir died without issue in 1683. Is it possible that Mr. Thornhill in 1824 refers to this carving? A. EDITH HEWETT.

[This letter was forwarded to Mr. H. Avray Tipping, who replied as follows: "I am exceedingly interested in the mirror, as, apart from its very high quality, I am inclined to attribute it not to Grinling Gibbons, but to his assistant, Laurent of Malines. Miss Hewett notices its likeness to two frames at Cassiobury, illustrated in my book on Grinling Gibbons, and on page 96 of that book I remark of these frames that they are possibly two out of four by Laurent that were brought to England about a century ago. My reason for saying so was their similarity to a frame by Laurent of which an engraving is given in the 1836 volume of the *Messenger des Sciences et des Arts de la Belgique*. But the Stanton Park frame still more resembles this engraving, of which I wrote—comparing it to the Cassiobury examples—'precisely the same birds in the same attitude sit on either top corner upon floral scrolls that develop below into bunches of grapes and pea pods on one side and of tulips and ranunculuses on the other.' Moreover, the central top position is occupied by a profile portrait of Louis XIV's grandson, Philip V of Spain, and the central bottom position by that king's arms. In no detail of technique or arrangement is there anything but striking resemblance between the known work of Laurent, as seen in the engraving, and the Stanton Park frame as represented in the photograph. Now Laurent, as we learn from Horace Walpole, quoting Vertue's manuscript notes, was one of Grinling Gibbons' assistants, but as a Catholic went back to Malines when William III became King of England. There he married in 1691. He would be of the party that welcomed the French occupation of the Spanish Netherlands on behalf of Philip V in 1700, and, as the frame illustrated in the *Messenger* shows, was employed by that king. That he should also be employed by the grandfather is exceedingly probable, and in any case, the frame with the Philip V portrait is, in the choice and grouping of its parts, the counterpart of that with the Louis XIV portrait. The supposition that they were by the same hand is not weakened by their similarity with the known work of Grinling Gibbons, because that similarity applies to both, and one is known to be by Laurent. The same similarity appears in the only quite authentic piece of his carving which I happen to have closely studied. That is—or was before the German occupation—at one of the Brussels museums, and, were its origin not quite well established, would be as unhesitatingly put down to Gibbons as is the Stanton Park frame by Miss Hewett."—ED.]

AGRICULTURAL NOTES

HAY SHRINKING.

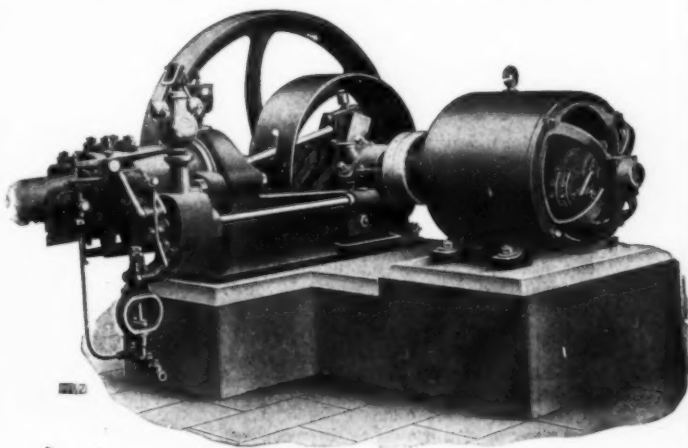
AS midsummer now closes up farmers in the usual course of events should be busy hay-making, but this year it is instead a case of hay shrinking. During the past few days I have had to make journeys from places as far apart as Nottingham and Penzance, and therefore have been able to take in a few impressions as to the general state of agriculture. Around Nottingham and up to Derby it was very evident that the late frosts had cut the grass, and there had not been a sufficiency of moisture to induce it to recover. In those big meadows beside the Trent, usually filled with grazing cattle, with grass and buttercups up to their eyes at this time of the year, there was now a general shortage of cattle, and these few more than sufficient for the bare pasturage beneath them. Coming back to the fruit lands of Herefordshire and Gloucestershire, one could not fail to notice the seared shoots of the fruit trees cut back by the frost. Anyway, in the fields most of the sheep were out of their wool, as sheep "wormed" very early this season. Just around Bristol there must have been more rain, as the country looked exceptionally green and full of promise, and mangels showed up better here than anywhere else; it did not appear as though farmwork was at all backward. Coming to the rich grazing lands from Highbridge to Bridgwater and thence to Taunton, the tale of the Bourton meadows was retold in accentuated form as regards grazing cattle for beef and the grass that they should graze on. But here sheep were very numerous, particularly Irish sheep. Here they can be speedily made into mutton, and it was very evident that the grazing farmers had made up by means of sheep the deficiency in cattle. Below Wellington, Devon appeared to be holding its own; grass crops were fair though not over heavy, and the arable fields fairly promising. The mangels were singled, and cabbages being set out. Along the South Coast the warm sandstone fields generally show the brown at this period of the year. Into Cornwall here the grass lands displayed more evidence of top dressing than anywhere else on the journey, and judging by the quantity of white clover, slag must have been freely used. Oats did not look over well; they could evidently do with some rain. The whole trend of the journeys was to convince me that the farmers will not have much surplus produce for disposal this year, and, furthermore, the military demands are clearing out the old hayricks. ELDRED WALKER.

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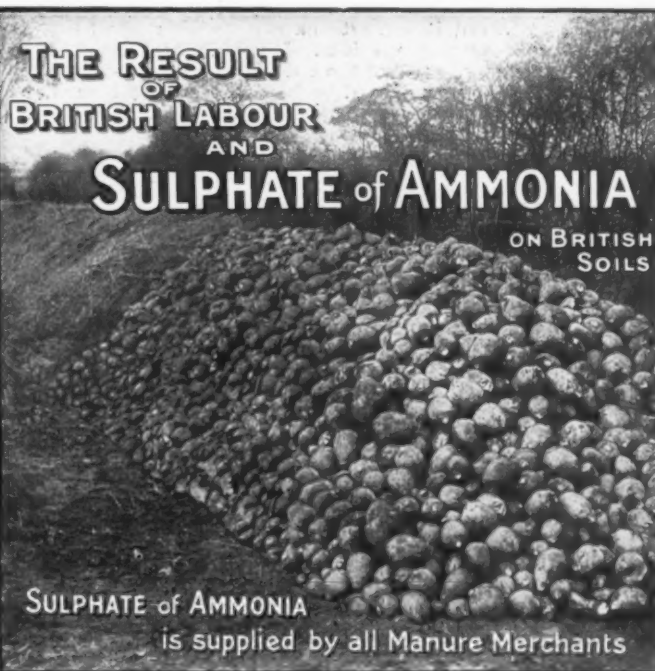
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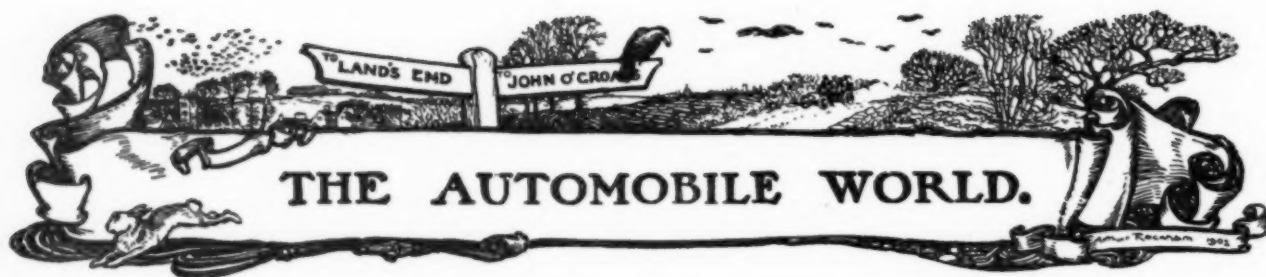
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THE SECOND-HAND CAR PROBLEM.

OUR recent article on the possibilities of a serious disturbance in the second-hand car market when the war is over has provoked a great deal of discussion, in the course of which many interesting letters on the subject have reached us. To reiterate our statements very briefly, we expressed the opinion that in all probability large numbers of cars will sooner or later be put upon the market by auction by the War Department and the Admiralty. As a result, it seems possible that prices will be temporarily affected, and that a large number of vehicles, more or less damaged by rough service, will find their way all over the world, to the possible detriment of the well earned reputations of their manufacturers.

Taking first the question of whether our premises are correct, some difference of opinion exists. Thus, for example, Mr. D'Arcy Baker, Managing Director of Messrs. Fiat Motors, Limited, holds the view "that the matter will settle itself automatically. The cars will be wanted by the Army of Occupation, as most certainly France and England will have to keep a standing army for at least two or three years of two to three million men, to be ready for any emergency. France and Belgium are both depleted. Practically every touring car in both countries has been taken over by the Government. Also, it will take the factories in both these countries years before they are able to produce cars again in any quantity."

On the other hand, the representative of a well known manufacturing concern writes:

"We do think that the War Office might be induced to make some pronouncement in the matter, as they must surely appreciate the extent of harm that will be done to the motor industry if they take the course that is generally expected to be the one that they intend to take. If pressure is brought to bear upon them, it is possible they may be induced to state that all chassis that have been used for war purposes should be retained by the Army at the conclusion of the war."

Another manufacturer of high repute writes:

"It would, indeed, be a very serious matter if a great number of second-hand motor vehicles were thrown upon the market at the conclusion of the war. On the other hand, it is very difficult to gauge whether there will be a large number to be dealt with in this way. All manufacturers who are supplying the Government are being urged to supply as quickly as possible, with the result that they are using every effort to increase their output, which costs much more at the present time both for materials and for labour. Further, it is necessary to look many months ahead in order to have materials ready to construct into complete motor vehicles. It would therefore mean that the manufacturer would, at the end of the war, have this increased output to dispose of, and be faced at the same time with this serious factor of cheap second-hand cars. To my mind, the

matter might be met by the Government making some compensation to those firms that will be affected in this way. The case is certainly one for serious consideration."

These views are, of course, the opinions of manufacturers, and it may be argued that the outlook of the purchaser of motor-cars is very different, and that what is bad for the manufacturer may quite conceivably be good for the buyer. In any specific instance, this is a reasonable enough point of view; but if the manufacturing trade as a whole is to be detrimentally affected, the ultimate result must inevitably be increased prices or decreased quality, either of which is bad for the motorist. In this matter, therefore, it seems that the car owner's interests are at one with those of the trade. At the same time, we must remember that the War Department is not concerned with questions of trade, but merely with the successful conduct of the war. The Department would doubtless be adversely criticised if it did not at the conclusion of the war realise its available assets no longer likely to be of use. Possibly the new Ministry of Munitions may form a link between the Board of Trade and the Departments responsible for the conduct of the war, and may help to make it more possible for all branches of the Government to act together in the general interests of the country.

The quotations given above are to some extent in the nature of comments upon our suggestion that manufacturers might be appointed as agents for the sale of their own second-hand vehicles. There would, of course, be difficulties in the way of putting this proposal into practice, and the question is simply whether the results would justify incurring these difficulties. The general opinion appears to be that while the whole matter is well worthy of consideration, it is as yet too early to discuss it in detail. Perhaps the most comprehensive commentary that we have received on the subject is contained in the following letter from Messrs. Vauxhall Motors, Limited:

"We have read with great interest the article entitled 'The Big Problem of Second-hand Cars.' We should like to offer a few observations on this subject. Before doing so we would express our agreement with the introductory paragraph of your article, in which you combat the idea that motor manufacturers carrying out Government contracts are making big profits. A Government contract in normal times may possibly be a very profitable transaction, but in abnormal times, such as the present, when the cost of both material and labour has greatly risen, and when, moreover, there is a serious shortage of labour, our experience is that it is nothing of the sort, and we have no doubt that this opinion will be shared by other manufacturers who are placed in a similar position. Then, as you point out, a serious consideration for firms building cars for the Government is the loss of goodwill, arising from the impossibility of supplying private purchasers while the demands of the Government have to be met.



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"It is certainly possible, in the circumstances postulated, that low prices would rule—a state of affairs to which buyers of second-hand cars would not object—but it does not follow that this factor would affect unfavourably the prospective buyer of a new car. A year at least, and in most cases two or three years, may be considered as the time he would keep his car in use before he would think of replacing it with another; it is reasonable to suppose that during this interval matters would tend to adjust themselves and that more normal conditions would prevail as regards the second-hand value of his car when the time arrived to dispose of it. It does not appear to us, in short, that low selling prices of second-hand cars after the war would long remain a factor of influence, and consequently the calculations of the buyers of new cars with regard to depreciation of value would not be greatly affected.

"Dealing with the point you make in relation to the condition of these second-hand military cars, it has to be borne in mind that any serious defect would be discovered while the car was in use; if the car was giving serious trouble it would have been withdrawn from service. Hence military cars coming straight from use would be in serviceable condition, generally speaking, though, no doubt, there would be cases, such as you instance, where a latent injury might develop and give trouble after the car had been handed over to the purchaser. The assumption is that such cases would bring discredit on the manufacturer and damage his reputation. Human nature being what it is, there does not seem to be any practicable way of meeting this difficulty, but in our opinion it is not likely to exist on a large scale. Of course, if the Government, or the contractor who buys from the Government, sells the cars without any guarantee whatsoever, the purchaser should realise that he is taking a certain risk, and if his bargain afterwards proves to be a bad one, he will have only himself to blame. Certainly, if a car is bought in this manner it would pay the purchaser to send it to the makers and obtain from them an opinion on its condition.

"We doubt, however, whether it will be found practicable for manufacturers, who will have their hands full in dealing with the sales of their stocks of new cars, to undertake as agents for the Government the whole business of disposing of second-hand cars. It appears to us rather that the disposal of the second-hand cars relinquished by the Government should be carried out through the agency of the large dealers who already

have established businesses of this kind, and who should be in a position to carry out the necessary examination that will enable them to give a satisfactory report. For our part we think that the responsible second-hand dealers will be quite equal to the occasion, and will find means to cope with the situation.

"With respect to the supply of new cars available on the termination of the Government contracts, it is, no doubt, true that the number of high-class cars then ready for sale will be largely in excess of any quantity previously available at one time. This problem is one which concerns primarily the manufacturer, and does not offer any ground for misgiving on the part of the purchaser. It is of interest to mention that military service will probably prove an extremely valuable advertisement for those manufacturers whose cars have come out of the ordeal with credit, and, further, that having too few cars in stock has frequently been a stumbling block to British manufacturers of high-grade cars, and has diverted sales to foreign makes which could be purchased for immediate delivery. There is no reason to suppose that these foreign makes will be procurable immediately after the conclusion of the war, and this factor, of course, will tend to ease the situation.

ITEM.

IT has been quite rightly pointed out that at every period of the world's history those who have been in advance of their fellows in art, in science and in industry have naturally become the object of a certain amount of jealousy. Messrs. F. S. Bennett have shown how this general fact has applied in the case of the designers of the Cadillac cars. Here we have an undoubted instance of leadership, inasmuch as the Cadillac has on more than one occasion pioneered innovations which have at first been viewed with disapproval by the majority of experts, but have subsequently more than justified themselves. A noteworthy example has been the free use of electrical apparatus as a means of increasing the luxury and comfort of a motor-car to the driver and his passengers. A more recent move of the Cadillac Company, and one which is at present the subject of much discussion and of no little imitation, is the introduction of an eight-cylinder engine, as to the merits and demerits of which so much is now being said and written. It is perhaps

natural that pioneers in art and science should resent the process by which others are inclined first to belittle them, and afterwards to copy them. One remembers that Tennyson once wrote in this strain, complaining that first of all people had regarded his art as a weed, while subsequently they had begun to cultivate it themselves as a profitable flower. It may be that it is at times necessary for a pioneer to protest against this process, though one is inclined to think that the difficulties of producing an imitation equal to an original are sufficiently well known to safeguard those who come first against anything that may be done by less original competitors. Another point which must be remembered is that what appears to be an attack on some particular firm or individual may, in fact, not be the result of jealousy at all, but merely of the confidence which others of equal originality have in the soundness of the methods which they themselves prefer to adopt. However this may be, there is no question about the accuracy of Mr. Bennett's conclusion that "That which is good or great makes itself known, no matter how loud the clamour of denial; and that which deserves to live, lives."



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" "	- 5,600*		
W. P. Cook, Esq.	- 8,000*	Average	- 8,147

* These tyres were still running at date of report.

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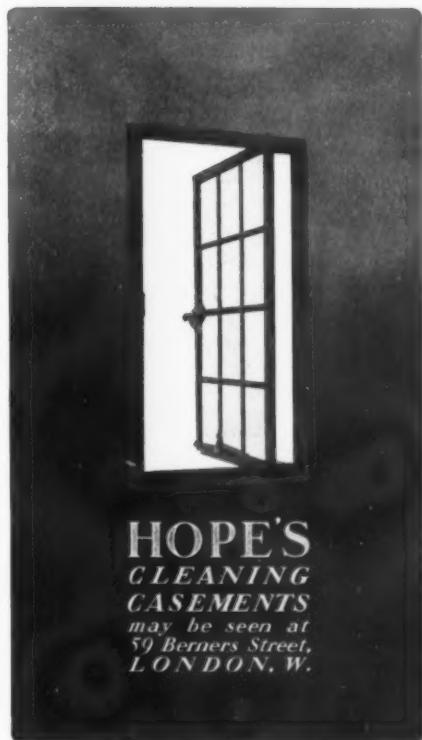


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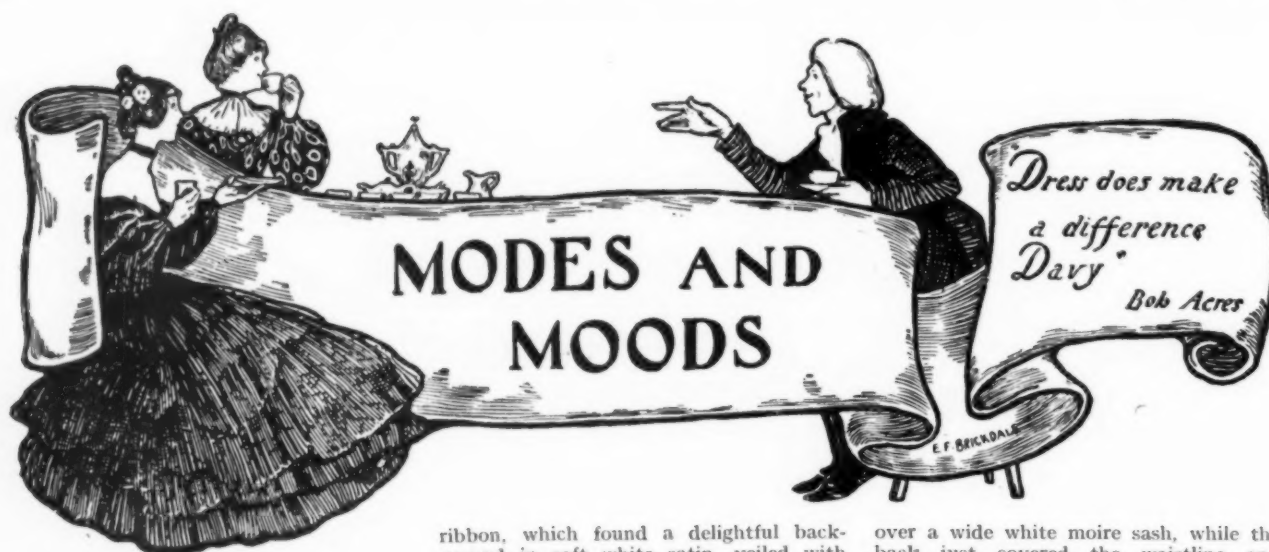
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SHOPPING to-day almost amounts to a fine art. Nearly every woman, of course, thinks she can shop, whereas the really fine administrator of a dress allowance is rare. That strange streak of vivid intelligence, allied with a lynx eye, which accounts for the successful bargain-monger, does not necessarily mean good shopping, stacks of utterly useless things being acquired and stored away simply as triumphs of skill in scenting out bargains. Far be it from me to disparage our bi-annual sales—the summer ones will now soon be with us—but buying for merely bargain scalps represents showy, not sensible shopping; and our particular aim is to encourage the latter by every helpful means that lies in our power.

It is, of course, generally accepted now that a great change has come about in the mercantile world of dress, and scarcely a week passes but some special offer is to be found worth recording. The great point is to have these "occasions" noted well in advance, so that all may participate. Only this week I had the pleasure and privilege of seeing an exclusive show of gowns, mantles, and even furs, admittance to which was by invitation only, almost every item of which was worth remembering as indicative of the features which will be distinctive of the best modes for months to come. For this reason a brief description of some of the dresses, together with the most striking features that point to the trend of La Mode, will, I am sure, prove interesting.

Prominent among these is an exceedingly deep, plain ribbon sash, almost, one would say, a corselet sash, since the upper edge frequently reaches almost to the figure line and extends below the normal waist. A case in point was included in a charming black evening gown, quite simple, and consequently suitable to the moment, but at the same time of immense *chic*. This dress was carried out in black tulle over a soft black satin foundation, the hem of which was cut in square battlements. The first veiling of tulle was nearly plain, and trimmed with narrow bands of dull jet, sampler beads being used. Over this there fell a long, pleated tunic similarly edged, and above came one of these extremely deep, loose sashes of black moiré ribbon, two lines of the ribbon practically sufficing to form the bodice, supplemented, however, by a tiny bolero, with sleeves of the black tulle stitched with jet. A line of mock diamond buttons down the left side of the front further enhanced the importance of the moiré sash, which was, of a fact, the distinctive feature of the whole scheme.

Another dear little frock designed for a war bride, and consequently short, carried a deep sash of Lancet blue moiré

ribbon, which found a delightful background in soft white satin, veiled with draperies of tulle and filmy ivory lace, the whole as light and delicate as a snow-drift, save for that touch of rich, full blue. Several other enchanting wedding models were passed in review, notably a model of white crêpe chiffon, employed for the skirt in three layers, each one shorter than the last, and the uppermost mounted on to a deep cream lace yoke. The *dentelle* was again requisitioned for a tiny coatee, the fronts rounded right away

over a wide white moiré sash, while the back just covered the waistline and finished postillion-wise.

Another distinctive novelty that deserves to be chronicled, and is particularly happy for taffetas faille, fine face cloth and the like materials, is the long bodice effect at the back allied to an ordinary or normal front. As this vogue is unlikely to be everyone's fancy, and really only possible for good figures, it will certainly prove desirable in the sight of those who realise they can safely exploit its services. As a means of lifting the ubiquitous black taffetas out of the general ruck, this long back is well worth considering, as is also the skirt, cut on circular lines and mounted on a short corded saddle or yoke; while a third method is singularly attractive, and has the fulness at the waist apparently held in subjection by two narrow lines of ribbon velvet, finishing in front with little flat pump bows.

I have spoken, I think, of the long transparent sleeve of tulle or chiffon formed into a little bell shape at the wrist. Although these seemed just a trifle theatrical at first for day wear, probably largely because they made their *début* on the stage, and we are not in mood to accept with easy readiness anything that strikes us as a little extreme, still they are making steady headway, some of the more aspiring summer frocks having these transparent sleeves wreathed at the edge with hand-made satin flowers. Others have cross-way folds of satin or silk, or whatever the main portion of the gown is composed of, additions that, besides making for decoration, help to weight and so steady these swaying sleeves. But sleeves, of a truth, deserve a tome to themselves; the accepted styles are almost bewildering in their diversity.

In offering a simple design for an original evening dress, a certain inevitable demand is supplied. The model depicted is essentially representative, and, without any effort or undue exaggeration, replete with modishness. Although the main part of the scheme is black, an enlivening scintillating note is introduced by a petticoat of crystal embroidered white tulle, over which fall two skirts of black tulle, the

upper one extremely full and forming a point either side. The corsage is a very *chic* little affair of tulle mounted over white tulle, worked with a radiating device in silver and crystal, the latter, again, outlining the décolletage, which will be noted is cut in what can only be described as a narrow round. A close inspection is due to the sleeves, the sweetest, prettiest frilled

things, stitched with diamanté, and decked with a single small imitation rose and foliage.



AN ORIGINAL EVENING GOWN.



CHARMING SUMMER CLOTHES FOR CHILDREN AT SWEARS AND WELLS', REGENT STREET.

The little girl standing at the left hand of the pictured trio wears one of Swears and Wells' delightful Harris linen frocks designed with much commendable simplicity. The actual frock sketched was in a delicate lilac shade, with collar and cuffs of black and white stripe and black knotted cravat. The commencing price of this model is 23s. 6d., other cotton frocks ranging from 9s. 6d. In the centre there is depicted a little Sandford and Merton suit for a laddie of very tender years. The tiny pants are of pink linen, buttoned up on to a soft white shirt, the box pleat front, collar and cuffs trimmed with a pink bordered pleated frill. These suits commence at 16s. 6d., and are accompanied by stitched white linen hats, the adjustable brim lined, and the band round crown piped with the colour selected for the trousers.

Always particularly happy in their dressing of the "flapper," Messrs. Swears and Wells are offering this season some striped cotton crêpons ready to wear, at 35s. 6d. The one shown is piped with coloured linen and completed by white muslin collar, cuffs and crochet buttons.

BATHING DRESSES TO SUIT ALL TASTES AT DICKINS AND JONES', REGENT STREET.

Black taffetas is responsible for the model worn by the right-hand figure. This is trimmed with a fancy black and white plaid, a deep band of which, with scalloped upper edge, finishes the hem of the tunic; while a decided feature of the design is the short shaped applied basque. The practical little Breton bonnet is of black and white rubber satin, natty laced shoes completing the costume. The now popular Canadian swimming suit is offered in Milanese silk, black,



with white or coloured borders. Naturally, the magpie alliance allows for a greater licence in caps, an orange silk example

being shown arranged on the lines of a motor veil, the loose ends being crossed behind and caught under a button in front.

FOR TOWN AND COUNTRY.

TO FIGHT INCENDIARISM.

NO one could read the inquest on the air raid victims as published in the papers of June 3rd without asking themselves if there was any practical way of foiling the awful menace of incendiary bombs. Before that raid most of us imagined the incendiary bomb as a frail shell filled with some highly inflammable liquid, ignited by a fuse or mere concussion, the effects of which could be met and probably overcome in the initial stages by copious applications of water or sand. Now we are told of an infernal machine which on explosion gives off a heat of as much as 5,000deg. Fahr., an unimaginable thing, when we remember that boiling point is only 212deg. Fahr. Something more than a mere splash of water is needed to subdue the furnace into which one of these bombs would instantly transform a room. Luckily, the enemy has not a monopoly of scientific resourcefulness, either offensive or defensive, and it is possible for the humblest flat-dweller to put up a sporting fight for his home, even in the face of bombs, by means of an ingenious device placed on the market a few years ago, known as the Pyrene Fire Extinguisher. Briefly described, the Pyrene is a double action hand pump, weighing only 6lb. when filled, and easily manipulated by a woman or child. It contains a quart of liquid which, when brought into contact with heat of 200deg. Fahr. or over, is immediately transformed into a heavy, dry, cohering, non-poisonous gas blanket, which surrounds the burning material, cutting off the air supply necessary for the life of the fire, and thereby extinguishing it.

A feature that should strongly recommend it to owners of country houses containing valuable pictures, tapestries and heirlooms is that the liquid not only evaporates immediately, but in doing so leaves no stain or mark behind. It contains nothing that can injure the most delicate fabric, polished surfaces or electrical machinery, and also, being a non-conductor of electricity, it commends itself particularly for use in establishments where there are large electrical plants for lighting, heating, estate work, etc. Moreover, the gas, though pungent, has no deleterious effects on animal life.

Another sphere in which the Pyrene Extinguisher has already proved its value innumerable times is in the garage and the motor-car. It is all very well to put out a petrol fire in the garage with sand. Once the fire is subdued, the mess is quickly cleared up, but in the case of a car or a motor-boat, sand in the carburettor or other vital parts means trouble with the engine, which in the latter case may prove fatal. With Pyrene one can get at the seat of the most inaccessible fire without damage to engine, upholstery, varnished surfaces or anything else. It is specially suitable for outdoor purposes, being practically non-freezing; while its convenient size, light weight, presentable appearance and undeniable usefulness are all in favour of its inclusion in one's car outfit. Affixed to the dashboard in a light bracket it is out of the way and instantly available. Some idea of the proved value of the Pyrene Fire Extinguisher may be gained from the fact that 24,000 have already been supplied to the orders of the War Office and the Admiralty, for use on all mechanical transports, submarines, ambulance and motor lorries, and, in fact, anywhere where petrol is employed. Fuller particulars, price lists, etc., can be obtained from The Pyrene Company, Limited, 19-21, Great Queen Street, W.C.

COMFORTS FOR THE INVALID.

Just now, unfortunately, too many homes are welcoming some brave member of the family back from the war, the nature of whose injuries will entail at least a long invalidism, if not worse, and for this reason we think many of our readers will be interested in a new catalogue of invalid furniture and appliances recently published by Messrs. W. H. Bailey and Son, Limited, of 38, Oxford Street, W., the well known makers of surgical instruments and appliances, and of hospital and invalid furniture, a considerable section of the book being devoted to bed-rests, bed-tables, chairs, cushions, etc., of the most up to date and approved type. There is no need to dwell on the necessity for a good strong bed-rest—the invalid will have discovered that—but there is a considerable difference between them. Thus for use with soft pillows Messrs. Bailey are making a strong pine frame with a wire spring centre, with or without arms. For hot weather a cane centre with a thin cover would be restful; another type has luxuriously padded and upholstered springs, or a detachable washable canvas back can be supplied if desired. An excellent table on a stand so as to come right over the bed without touching it will be a boon, especially as it can be adjusted as a book-rest besides serving its original purpose. In cases of nervous fatigue an air cushion will be found most restful, and those in pillow, bolster, or wedge shapes are most reasonable in price. If a carrying-chair is required an extremely light but strong example in cane and bamboo can be obtained for less than a pound even with removable poles, which transform it into a comfortable and good-looking easy chair. Then there is a Special Merlin Chair in upholstered cane and birch with a sliding footboard, in which the invalid can propel himself in any direction with the greatest ease; an adjustable Ilkley couch which will support all parts of the body at any desired

angle, and the most luxurious lounge chairs which can be extended to a full length couch if desired. Finally there are invalid carriages of all types, the simplest of which, in wicker with rubber tires and a guiding handle, costs less than four pounds.

A MEMORIAL SUNDIAL.

While those who have lost someone dear to them at the front will doubtless take a sad pride in the public recognition which will be accorded to the heroes who have fallen in the war, there is often a desire to memorialise a gallant death more intimately, and yet in such a manner that those who follow shall see and understand. For this purpose an idea has been put into execution which will appeal to those whose memories of their lost one are bound up in the country. It takes the form of some simple memorial erected in the garden that he knew, and our illustration shows one view of a sundial pedestal specially designed for this purpose. On each side of the pedestal there is a trophy of modern arms and equipment, and above are heads representing the different allied nations: the bear's head for Russia, the cock's for France, and the lion's for England and Belgium. On one side, under the lion's head, spaces are left on which can be cut an inscription or regimental crest. The pedestal has been designed and executed by Messrs. John P. White and Sons, Limited, of 123, New Bond Street, W., who have been making a number of articles for this purpose, and who will gladly submit further designs if desired.

TO SEND TO THE FRONT.

One is rather apt in sending parcels to our men at the front to overlook the fact that with all the organisation in the world it would be impossible for the authorities to keep them supplied with many things which at home are regarded as necessities, and which are really more essential to their comfort and well-being

than an unlimited supply of edible luxuries. Among these minor matters which have a way of running short, must be included soap, the need for which is constantly voiced in letters home. But care should be taken in filling the want, which is not merely for a cleansing agent. Soap for use at the front should, if possible, be a disinfectant and protective agent as well. Indeed, one appeal for it not only for hospitals, but also for the troops, especially mentioned carbolic and coal tar as being the most useful and welcome brands. The latter, of course, means Wright's Coal Tar Soap, which needs no eulogies at this time of day, either as a soap or an antiseptic, which will protect wounds and abrasions and also to a great extent ward off contagious diseases. A box containing three tablets, and costing the modest sum of 1s., will take up little room in the next parcel, and assuredly be very acceptable to the recipient. A stick of Wright's Coal Tar Shaving Soap might also be included with advantage, as it not only has a most beneficial effect upon the skin, but also is extremely economical in use. These and other of Wright's Coal Tar preparations are obtainable from practically any chemist in the kingdom, but should there be any difficulty about it, application should be made to the proprietors, Messrs. Wright, Layman and Umney, Limited, Southwark, S.E.



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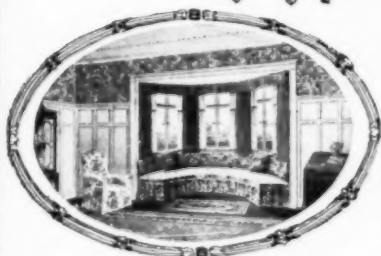
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WHEN the King was himself Prince of Wales he inaugurated a far reaching scheme of improvement for the great estate at Kennington which is part of the property of the Duchy of Cornwall. He has always taken, not a perfunctory, but a real and practical interest in all reasonable projects of social reform, in which housing takes so prominent a place. The Kennington property was occupied by working class tenants and the houses left a great deal to be desired. The Prince, as he then was, decided not merely to patch here and rebuild there, but to create *de novo* an area of buildings which should be worthy of their ownership and establish a dignified standard for the rebuilding of town dwellings. As the problem was not only concerned with the provision of the best sort of domestic architecture, but also with the replanning of a district, there was a peculiar fitness in the choice of Professor Adshead as architect for the scheme. He is one of the major prophets of to-day in town-planning matters, and exercises a large influence on the rising generation of architects by his educational work. To him and his partner, Mr. Ramsey, warm praise must be given for approaching the Kennington problem in so large a spirit. The present Prince of Wales, on succeeding to the Duchy of Cornwall, showed no less enthusiasm in the fulfilment of his high duties. Not only as one of the great landlords of London, but as one of the

largest holders of agricultural land in the west of England, His Royal Highness has been zealous to develop the



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of the land. This policy has been finely carried out by the Council of the Duchy, and by its able secretary, Mr. Walter Peacock, M.V.O.

Our illustrations show the admirable simplicity and dignity of the new buildings at Kennington. For many years there was a feeling that town architecture ought to be remodelled on rural lines—that we should adopt a jumble of picturesque breaks and gables, in place of the air of urbane sobriety, long parapets and balanced fenestration which we inherited from the eighteenth century. This ill considered fancy has been responsible for the freakishness of modern suburbs, with their restless welter of materials and colours. At Kennington the thread of the older classical tradition has been picked up again, and the buildings are cast in a sober mould which is seen to be not only truly urban in character, but urbane in

the right sense of the word. The architects have adopted the Adam manner for such patches of decoration as they

have employed, well and sparingly, to give relief to the plain masses of brickwork. The old and crowded tenements have given place to a new scheme of streets and quadrangles, laid out on spacious lines, but without that striving after high ground-rental values which drives the ordinary builder to extend his crowding upwards by creating blocks of flats of six or seven storeys.

Flats have been provided, but the buildings are mainly of two or three storeys. The new square off Courtenay Street is a delightful creation, with its simple trellised porches and the lower windows fitted with glazing bars that



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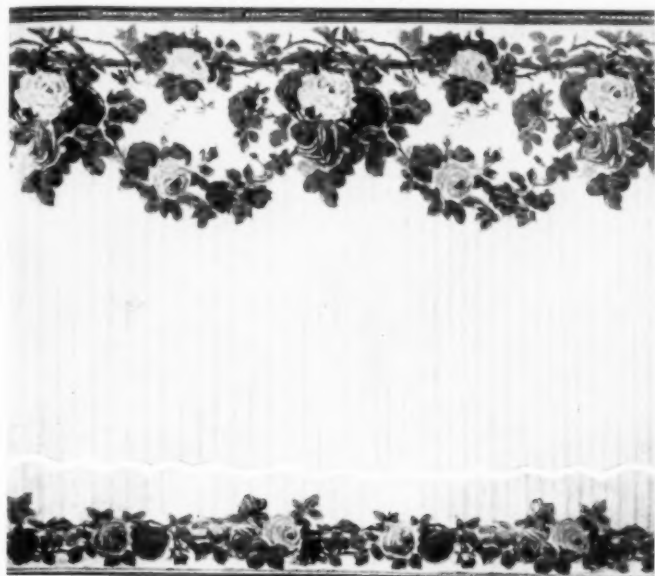
make the pointed upper panes "gothical" in the fashion beloved about 1780.



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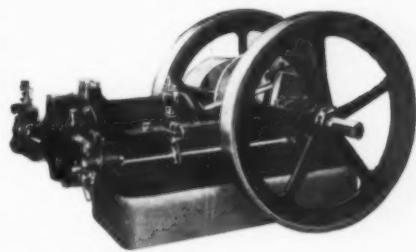
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FO2.

Some of the blocks (*e.g.*, in Chester Street) have modest classical porches with stone columns, and the balconies are fitted with iron railings in delicate patterns of diamond and fret which Cottingham did much to bring into popularity more than a century ago. The church (not yet started owing to the war) and the vicarage of Saint Anselm are not actually on the Duchy estate, but they are to serve its spiritual needs, and the Prince of Wales is contributing to their cost. They also are the work of Messrs. Adshead and Ramsey. The vicarage strikes an Italian note in harmony with the character of the design of the church, the interior of which is shown by a drawing in this year's Royal Academy.

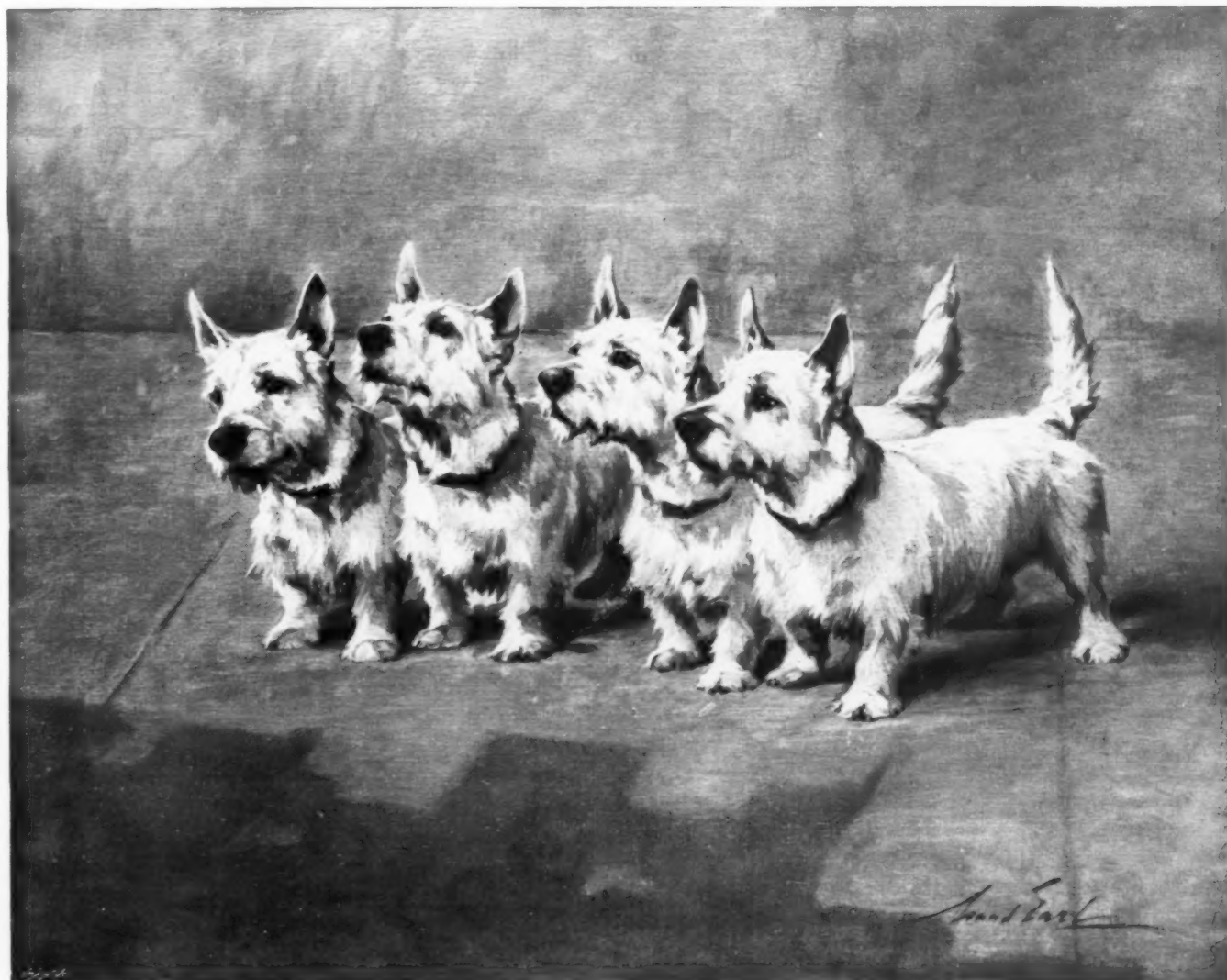
No Londoner should fail to visit the estate. It is not only a fine symbol of the profound public spirit of the King and of his Heir Apparent, but also a pattern for the development of town estates on healthy, ordered, artistic lines. It is time to be done with the nonsensical idea that classical treatment is "un-English." If we are to examine origins with so meticulous a discretion, we must abandon the claim of Westminster Abbey to be the flower of English mediæval art, for its French ancestry is manifest. Robert Adam, in whose steps the architects of the Duchy Estate have walked, based his art on classical models indeed, but translated them into the vernacular with so just a sense of national character



FLATS IN UPPER KENNINGTON LANE AT THE ENTRANCE TO COURTENAY STREET.

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and needs, that the result is as rightly British as anything can be. It is to be hoped that the striking success of the Duchy Estate will be pondered well by those who have to do with the extension of our urban areas, so that the town planning of the immediate future may produce not parodies of villages, but an ordered architectural expression of the best city life.

L. W.

AGRICULTURAL NOTES

CHEDDAR CHEESE.

BY the calendar the making of Cheddar cheese begins on May 1st, though many makers whose winter milk contracts expire at the end of March commence on April 1st. Its manufacture rarely extends beyond the end of October, the milk from this time onwards being usually sold until the following cheese-making season. Like others of the larger and longer-keeping varieties, it is essentially a grass cheese, experience having shown that a better product can be produced during the summer months when the cows are at pasture.

On cheese-making farms the cows rarely calve all the year round. It is the aim of the maker to secure the bulk of his milk during the grass season. He therefore arranges for his herd to calve during the early months of the year (say, from January to Lady Day), or, at any rate, so that they shall all be "in the dairy" by the time he starts cheese-making. The cows being approximately in the same period of lactation, it follows that the quality of the milk improves progressively as the season advances, and there is a corresponding improvement both in the yield and quality of the cheese made. In the early months more than a gallon of milk is required to produce 1lb. of cheese. Towards the end of the season a gallon of milk will produce more than 1lb of cheese. The difference in quality is reflected in the price. In normal times the "late year" cheese is worth about 10s. a hundredweight more than the early make. Generally speaking, the herds are large. The aim of the maker is to turn out at least one big cheese a day. These vary in size, roughly from 60lb. to 120lb., the size most in demand being about 80lb. Large cheeses are therefore rarely made from the milk of fewer than thirty cows. In the bigger dairies the number may be as many as eighty or ninety, the average size of the herds being between forty and fifty. When all the cows are at the flush, an average daily yield of three gallons of milk per cow is considered satisfactory. In order to secure greater cleanliness the milking is almost invariably done in the fields.

In the smaller dairies the cheese is usually made by the farmer's wife or daughter. In the larger ones a hired maker is generally employed. The remuneration for a competent maker is usually at the rate of £1 per cow, with board and lodging for the year. The methods of manufacture of this variety are well standardised. There are two commonly practised in Somerset, the "Cannon" and the "Candy" systems, named respectively after the makers who introduced them. The former system, being taught in the County Cheese School, is more largely practised. Equally good cheese can be made by either method. They differ chiefly in the scalding temperature to which the whey is heated and in certain other details of manipulation. In the vast bulk of the dairies the round cheese tub and whey heater are still in use. By this method to attain the scalding temperature a certain proportion of the whey is heated and returned to the tub in actual contact with the curd, in contradistinction to the Scotch or Canadian system, where an oblong jacketed vat is used, the scalding temperature being secured by introducing steam into the jacket surrounding the cheese vat. These oblong vats, which enable the scald to be applied more easily, are being gradually introduced, the makers, however, still retaining the other details of manufacture peculiar to their local systems. It is claimed for these systems that they give a softer and mellower curd. Generally speaking, the difference in texture between English and Scotch Cheddars would seem to bear out this contention.

CHEDDAR VALLEY.

POLO NOTES.

POLO: ITS LOSSES AND GAINS IN THE WAR.

THE war has brought added credit to our sports. It has also brought great losses, but the losses are, in fact, its greatest gains. The splendid exploits of polo players in the war will not soon be forgotten. It will long be remembered that the game gave to the Army men who distinguished themselves not only by courage, but also by other gifts. They are and were distinguished leaders as well as gallant fighters. There are, besides the generals whose names will occur to everyone—for the war has made them household words, no less than twenty-five well known polo players in command of cavalry regiments, and many more are employed on the Staff. It is no small testimony to the value of the game that it should attract men of such calibre and partly train those polo players who have devoted themselves to their country's service. The unused polo grounds of our clubs are a witness to their numbers. If now we watch polo at Hurlingham, it will be found that the players are a few of the veterans of the

game, passing on to young soldiers in training for the front the skill and traditions they themselves acquired from the early soldier players who brought polo to perfection in England. But those polo pupils who return after the war will not forget the lessons they have learned or the charm of polo played under present day rules. As we look on at the polo played at Hurlingham to-day we recognise how much the game has progressed. The players may not be quite in the first class, but the game itself has all the orderly science which is the characteristic of the modern game. The polo is not, perhaps, so brilliant, but it is always sound, with a good pace sustained, and the goal hitting is good. There was a time when a lover of polo could get but little pleasure from watching a game not of the first class, but now all polo is, as a rule, worth watching. It has gained immensely from the average excellence of the combination and the tactics, and there is a great advance on the earlier form of the game.

If we turn to our losses, while we miss the fine skill of the players we shall see no more, yet we recognise that we have not lost the lessons they taught us. Take for examples the great polo twin brethren, the Grenfells. How much they did for us in 1909, when it seemed for a time as if the glory had departed from English polo. We felt that we might produce a back like Milburn, that we had a captain and No. 3 who could be put beside or even above Whitney. But we had not forwards so perfect in combination, so sure as strikers in front of goal, as the Messrs. L. and M. Waterbury. Then it was that the Old Etonians showed us players who could combine as well as the Meadowbrook forwards and were horsemen of unsurpassed skill. We shall not soon forget the two brothers as they gained possession of the ball, placed and passed with a skill which the ease and perfection of their style almost concealed from us. The Old Etonians were a spring team and lasted but a short time, but they did more for polo than win cups; they helped to restore to us our confidence in the English game. They never took part in international Test Matches, but they did much to make ultimate victory possible. We have lost them, but their example remains. Then there was Leatham, the perfection of a soldier, combining with team play and discipline originality and the eye for opportunity which would have made him a cavalry leader of distinction. These and many more we shall not see on the polo ground again, but we shall see the influence of their example and their methods. They taught us the possibilities of polo and set up a school of forward play which has immensely added to the interest of polo both for players and spectators. Polo will have drawn some gains from the war, while its losses are even more splendid, and will contribute to the future development of the game.

A POLO-BRED CHARGER.

That the president of the National Pony Society should be doing a great work in training men for the front and riding as his first charger Chocolate Soldier, a pony-bred misfit, is certainly a feather in the cap of the National Pony Society. Captain Faudel-Phillips is commanding a squadron of a cavalry



CAPTAIN H. FAUDEL-PHILLIPS ON CHOCOLATE SOLDIER.

reserve regiment under the command of that fine cavalry leader and polo player, Colonel Kirk. Chocolate Soldier leads the squadron regimental parades and drills with the best. His master says that as a charger he is priceless. Readers may recollect that he was bred by the late Sir John Barker, and that he won champion prizes at Olympia and Richmond in the hack classes. He is an example of the truth that you cannot put a polo-bred one in the wrong place.

X.

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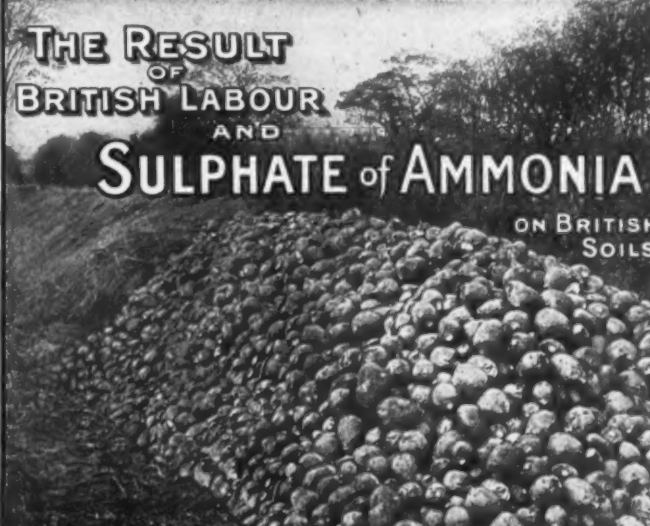
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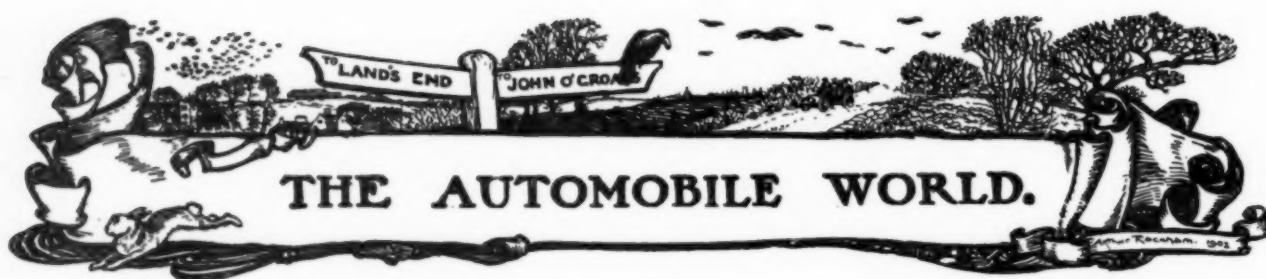
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THE AUTOMOBILE WORLD.

TRENCH DIGGING BY MOTOR.

QUITE early in the war the news came through that the Germans were employing some sort of motor engine for the purpose of digging trenches, but, so far as we are aware, the particulars which have been made available in this country as to the type of machine used have been very sparse. It was certainly supposed that the existence of these trench diggers was yet one more sign of the extraordinarily complete preparations for war that have been made by the German Government. In a sense, this may be so, but at the same time the machines do not appear to have been specially constructed for the work, but rather to have been adapted after being designed for peaceful purposes.

Both in the prairie districts of America and in the lowlands of Holland and Belgium and other countries there is, of course, great need of a complete system of irrigation, and of the provision of means for drawing off surplus water. The work of digging what may be described as an enormous number of small canals by hand is very tedious and very slow, and it was perfectly natural that when the divers possibilities of motor haulage were realised, this possible application should have received consideration.

The Germans had at their disposal at the beginning of the war a number of steam tractors or traction engines fitted with cutting tools for trench digging. These engines were very economical in service and very efficient within their own limits, but were cumbersome and slow. Consequently when the enemy were obliged to retreat rapidly after their first advance upon Paris, the majority of the trench diggers had to be left behind and were captured by the French. It is to this fact that we are indebted for most of the available information about them. The engines are similar in general arrangement, though not as regards source of power, to those used in America. The power of the motor is used to rotate gear wheels mounted upon a kind of derrick at the rear of the engine. These wheels mesh with internal gear rings on somewhat the same system as that found in the transmission of the old Milnes-Daimler omnibuses, which were at one time used so largely in London. In the present case, however, the gear rings form a part of what may be described as a big paddle-wheel, in which the place of the paddles is taken by a series of steel buckets with sharp cutting edges. The derrick on which the whole of this apparatus is mounted can be raised or lowered, and when in position the buckets scoop out the earth and carry it round to the top of the wheel, where it drops on to a trans-

porter similar in principle to those used for conveying corn in warehouses. The transporter carries the earth out sideways and dumps it at a convenient distance, where it forms a parapet to the trench.

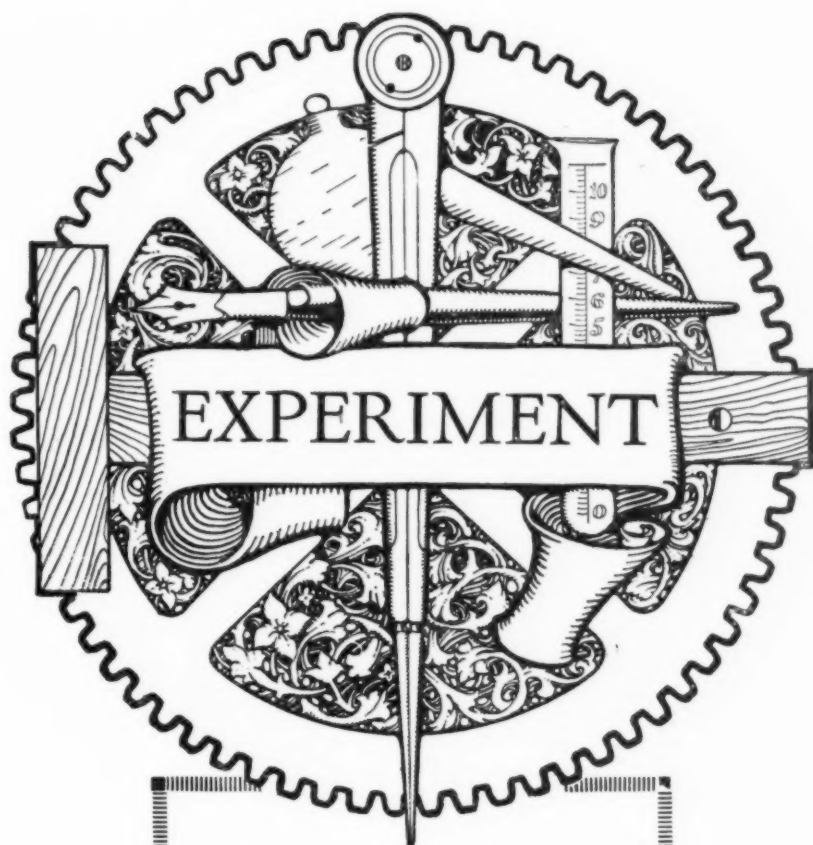
In some American designs the place of the wheel is taken by an endless chain, and the principle is still more closely allied to that usually associated with dredging operations, but this method does not appear to have been embodied in any of the German engines. Experiments that have been made by the French with the captured machines show that, while in use, a motor trench digger served by two men is able to do the work of a couple of hundred men with hand tools, and, moreover, to do it extremely cheaply. On the whole, it seems that these engines are useful weapons for the formation of extensive trench lines in any district which it may be proposed to defend at some later date. They are not, however, well suited for accompanying an army which is liable to the necessity for a sudden and rapid retreat, and their utility is in this way very seriously limited. Should the allied armies wish to employ similar machines, it would seem that America is the only possible source of supply, unless special measures are taken to ensure their construction at home.

MOTOR LIGHTS AND THE DEFENCE OF THE REALM.

ALTHOUGH at this time of year the hours during which artificial light is necessary on motor-cars are, fortunately, very few, the restrictions enforced under the Defence of the Realm Act continue to lead to a number of cases in the Courts. The test of the power of a motor lamp approved by Scotland Yard appears to be a trial of the ability of any policeman who happens to be concerned to read certain printed type at a distance of thirty yards from the lamp. This, of course, is a variable standard, dependent upon the eyesight of the policeman in question. It is also a standard which, so far as we are aware, motorists have no opportunity of applying on their own account. We would suggest that if nothing of the kind has yet been done, Scotland Yard might send out samples of type to papers which are concerned in watching the interests of motorists. If this official type were reproduced exactly to size, any motorist could apply the Scotland Yard test to his own lamps for himself, or, if his eyesight were faulty, could get a friend to do it for him. The only risk would then be the possibility of coming across a policeman whose sight was very much more than normally good.



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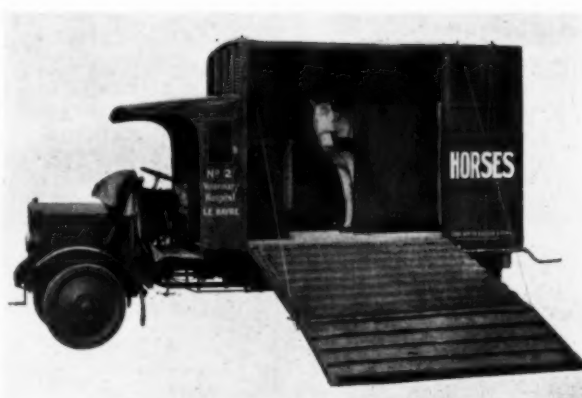
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It appears that the suggestions of the Royal Automobile Club were that no head lights should be used in the Metropolitan area, and that side lights involving oil lamps should be limited to a five-eighths of an inch wick, while electric side lights should consume not more than six watts, a sheet of tissue paper sufficiently thick to prevent the bulb being visible being interposed behind the glass of the lamp. One can imagine that this question of the visibility of the bulb would itself be open to argument, but the limit certainly seems to be more clearly defined than that at present approved by the police authorities. It is to be hoped that if reduced lighting is still necessary when summer is passed, some more satisfactory method than that at present employed will have been devised, and motorists properly notified of the fact.

AMBULANCES FOR WOUNDED HORSES.

DESPITE all the work that is entailed in making adequate provision of ambulances and other vehicles to contribute to the comfort of wounded men, we must not forget what we owe to the horses, which, notwithstanding the extensive use of motor vehicles, are still so essential for various classes of military service.

Irrespective of the needs of the cavalry, the artillery use horses in large numbers, and the same applies to the more advanced organisation of transport and supply. Motors can bring up food and ammunition to certain arranged points within a short distance of the front. Beyond that, especially when carrying explosives in considerable bulk, it is undesirable that they should go. Moreover, there is not always available a network of roads capable of standing heavy motor traffic, and consequently the work of detail distribution must



A HORSE AMBULANCE BY H. J. MULLINER AND CO.
Fitted to a Commercar chassis for work with the Blue Cross in France.

that must of necessity be subjected to such risks in a quarrel which is none of their making.

AN AMBULANCE FOR THE DARDANELLES.

We reproduce herewith a photograph of one of the Napier ambulances supplied to the New Zealand Expeditionary Force. The photograph was taken at Alexandria immediately prior to the cars being shipped to the Dardanelles for service with the Force there, and we learn that all were duly landed and have since performed yeoman service on the roads to and from the firing line which were made by our troops after landing. The chassis is one of the well known 20 h.p. extra strong Colonial Napiers, which has always been a great favourite in New Zealand, and it will be remembered that it recently accomplished a record feat in traversing the mountain ranges adjacent to Napier, New Zealand.

A MOTOR AS RELIC.

The motor of which we give a photograph belongs to the Duke of Portland and is being kept by him as a relic of the war. It was sent out to the front in the early days of last August, and we believe was among the first, if not actually the first, vehicle of the kind sent for the removal of the wounded. Before its arrival rough and ready means had to be adopted for the purpose, and as haycarts, wagons and other farm conveyances had to be utilised, the fate of the wounded was far from being enviable.

The motor shown was used continuously from the beginning of the war until it was sent home two or three weeks ago. It is now stored at Welbeck, and orders have been given that for the future it is neither to be cleaned nor touched, but kept simply as a memorial of the Great War.



A NAPIER AMBULANCE.

One of a number doing duty with the British Forces at the Dardanelles.

still be done by horsed vehicles. Among the horses employed there must, unfortunately, be many casualties.

We know that a useful organisation is in existence under the sign of the Blue Cross, and concerned entirely with veterinary work at the front. Recently, Messrs. Commercial Cars, Limited, of Luton, were permitted to supply, through Messrs. Osborne and Co. of Great Marlborough Street, four of their 4-ton chassis to be fitted with special bodies to the order of the Home of Rest for Horses, and for use in connection with the veterinary hospitals. The bodies of these cars were constructed by Messrs. H. J. Mulliner and Co., and are believed to be the best examples of this particular application of motor transport yet produced. The body of each of these cars for the carriage of wounded horses is divided into two loose boxes, separated by a swinging rear partition, to the forward end of which is attached a dropping bar. The tailboard of the car lets down to form an easy slope, up which the horses enter, while backing out is avoided by the provision of another slope formed by hinging the greater part of the side of the car about its lower edge. The movements of these two gangways are controlled by means of a block and tackle operated by a winch. The slopes are covered with cocoa matting permanently fastened down upon them. The greater part of the interior of the body is well padded, this padding being covered by Willesden canvas. At the centre of the forward end of the body is a manger, below which are provided capacious forage lockers. Access can be had to the interior of the car by means of sliding doors mounted on rollers and placed on either side of the driver's seat. In the upper part of these doors are celluloid windows, while very adequate ventilation is provided at the upper portion of the front and sides of the body.

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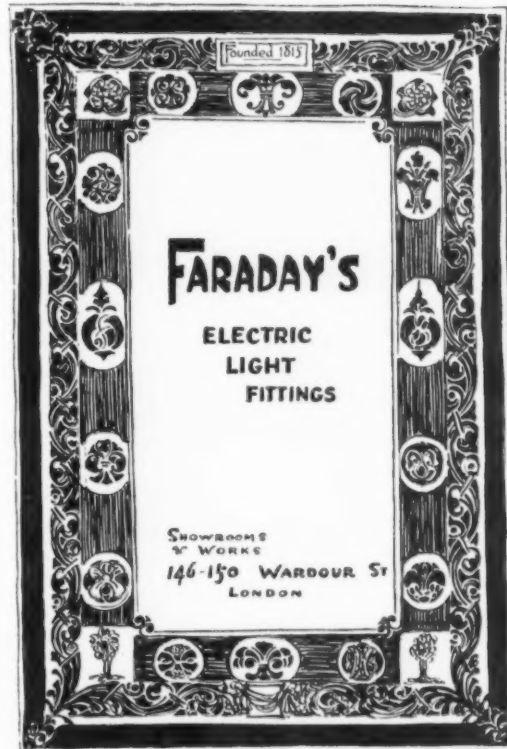
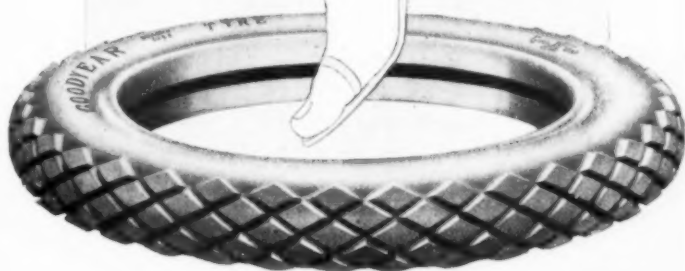
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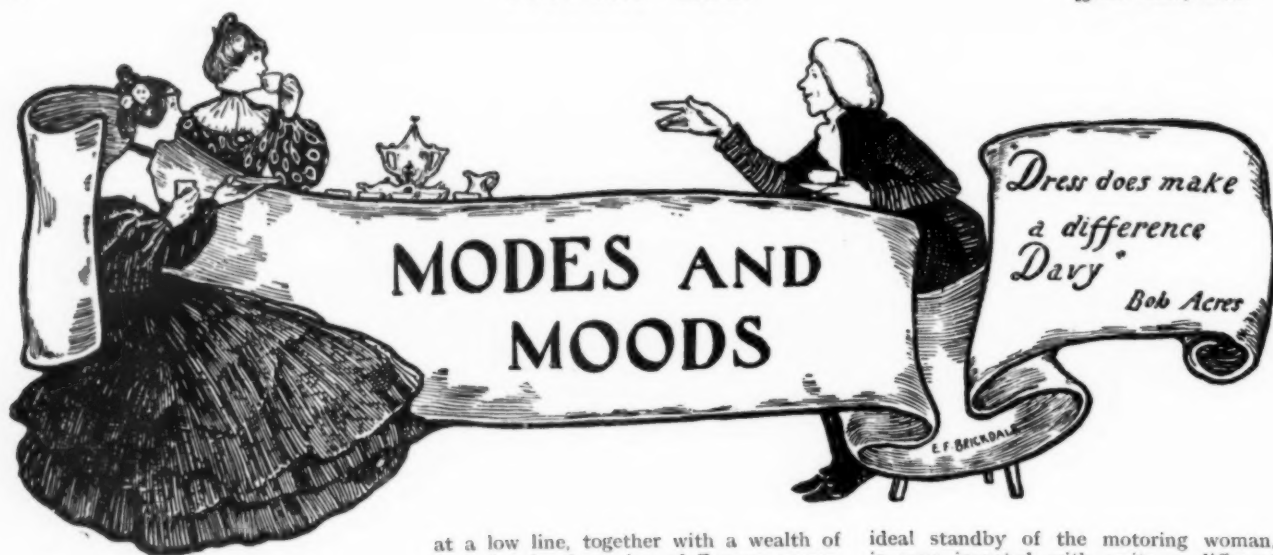
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C.W.H.



As economy is the keynote, or one might say the text of the hour, as, indeed, it well may be, I am persuaded to discuss the matter of furs and fur renovations. Under any circumstances, it has now long been recognised that the time to get the best and cheapest work out of furriers is during the summer, before the rush begins. And this year it is more than ever imperative that such procedure should be adopted, in view of the shortage of labour, which, from all one can see, will certainly be aggravated as time goes on. With this subject uppermost in mind, I found on enquiry that the most sought after and representative establishments are already busy; for the fur fashions to be worn during the coming months were all settled and arranged for ages ago, which gives yet further flat denial to the wild statements made—chiefly out of chagrin—that a handful of powerful couturières had deliberately brought out these drastic changes of silhouette to suit their own convenience and pockets. Indeed, I could give many names of both couturières and furriers who were deep in the evolvment of the fashions we are now wearing long before this time last summer.

Furriers are always notoriously previous, the purchasing of raw skins depending largely on the ultimate service they are likely to be called upon to effect. For those who had eyes to see and minds with which to consider, there was quite sufficient evidence during the last July sales that furriers were exceptionally anxious to clear off their existing stock of made-up models; while at the more exclusive salons the freedom of line that is now an accepted decree, together with a marked penchant for large and amazing collars, were quite apparent, albeit models only submitted to customers, who, scenting their presence, asked for a privileged inspection. And so, by degrees, the nipped-in wrap disappeared during the departed cold months.

But the onus of the complete or so-called drastic changes that have come about will rest on the shoulders of the coming winter, and the question of remodelling is already assuming rather alarming proportions; though there is this about furs, skins can be matched, and therefore added to, a task frequently impossible with materials. Given a really good seal musquash, the possibilities of a successful renovation are large. The two most prevalent selections will be either a seven-eighth length, slightly longer at the back than in front, full-skirted and preferably bordered with a contrasting fur, or a quite short, full hip length. Again, there is the longish added skirt piece, mounted

at a low line, together with a wealth of fantasies in the guise of Zouave *mouvements*, semi-fitting backs, pleated sides held by large pocket flaps, etc., one and all whereof present a certain picturesqueness of aspect that is singularly fascinating.

An assured feature, again, will be natural musquash wraps, these ranging from the deep, almost black, silky skins to the softer sable nuances. No more

ideal standby of the motoring woman, is now invested with quite a different and far more impressive appearance, with its freely cut skirt and original collar of skunk, blue wolf or black fox. The weight, too, of natural musquash is now brought to a minimum compatible with strength.

There is to be observed something of a tendency to succumb before the attractions of extravagant linings—extravagant, that is to say, in the matter of colour. Many are what is termed Futurist in feeling, while others are striped and flowered brocades; and I have seen veils of painted chiffon thrown up on a doublure of plain contrasting satin. From Paris comes a hint, that should not be passed over lightly, in favour of the quite short fur collarette. During the recent chilly days we have had sandwiched in with those of almost tropical heat, Paris has been quite concerned in flaunting these slight fur fitments, which give quite an air to the simple tailor-made, the chief accepted attire in the once gay city. Very seldom, though, does the Parisian entirely discard her furs. For summer evenings and chilly days ermine has long held sway, together with white fox; but just now, darker pelts, such as the delicately marked fisher, blue or silver fox and, of course, Russian sable, also find favour. Surmounted by one of the neat ribbon-trimmed toques, worn well forward, the absolutely plain tailor-made, with its little fur fitment, creates attire that is regarded as thoroughly representative for dull days.

The straight-brimmed sailor, as was to be easily predicted, found immediate and easy favour on this side of the Channel. It is a style much more easily assimilated than the small round toque with its hard forehead line, and to the English face really more becoming. Anyway, it is being worn exhaustively in taffetas or tulle, or the two combined—also straw and silk, quite the most dainty decorative treatment accorded being the simple light feathery fronds, which are curled round the edge of the brim and crown. Sometimes a regular deep band is formed of these fantasies and passed round the crown. White in this guise arranged round a small black hat is most distinctive, although on the whole the simple, lighter handling is perhaps more attractive.

Here and there one meets the Watteau style of *chapeau*, the almost upright brim at the back piled high with loops of tulle, ribbon, or a *cache-peigne* of flowers. Early in the season this looked like heading towards a big success, which would assuredly have been achieved had there been any sort of social functions. A hat of this description exacts frothy, frilly frocks of muslin, dressy little affairs suitable to fêtes and races and the like.

L. M. M.



A LUCILE CREATION.

Among other original and picturesque designs to be seen at Hanover Square just now is the pictured toilette of sandy corded silk allied with chiffon of the same shade. Features to be noted are the pannier "mouvements" and bell-shaped sleeves.

sturdy fur exists than natural musquash, and as now handled, to present quite smart, chic coats, the latter are eminently desirable. Although sufficiently familiar, the semi-banded natural musquash wrap, that



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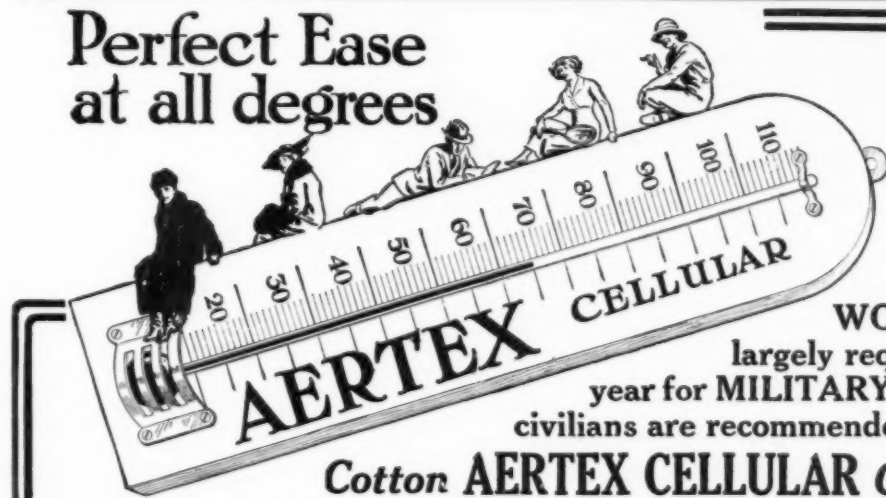
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THE WAR DERBY AND OAKS.



THE START FOR THE NEW DERBY: POMMERN ON THE LEFT.

A POINT worth noting in connection with the huge crowd assembled to witness the running of the race for the "New Derby" over the mile and a half of the Suffolk Stakes Course last week is that a very large proportion of it—the majority, I think—had found its way to Newmarket by road, not by rail. Private vehicles apart, a number of motor-buses had run down from London, motor chars-à-bancs had come from various centres, and motor-driven vehicles of one sort or another were there in such numbers that from the Cambridge Road to the Stands they were standing five or six deep, besides which the motor-car enclosures were absolutely packed. Horse-drawn conveyances there were too, any number of them, so that it really seems as though the holding of race meetings is not so dependent upon the railways as might be imagined; in other words, that race meetings can be held without disorganising the railway systems and without being in any way prejudicial to the "rapid transit of troops and munitions."

This is, I venture to think, a fair proposition, for it must be taken into account that there are many places, many race-courses, far more accessible by road than Newmarket. Be this as it may, the fact remains that the altogether unpre-

cedented and unexpected attendance at Newmarket showed plainly enough that racing, good class racing, fully retains its place in popular esteem. The names included in the long list of owners—His Majesty at their head—who actually ran horses at the meeting may also be taken as proof that, in so far as racing can be carried on without being in any way prejudicial to national interests, it will receive the support of men whose position and patriotism are beyond doubt, men who recognise the magnitude of the interests involved, as well as the necessity, from a national point of view, for doing what they can to support the breeding of bloodstock, stock upon which all other breeds of light horses are dependent for maintenance and improvement. It may be said, and with apparent reason: "You have had a phenomenally successful meeting at Newmarket—520 horses were saddled in the course of the three days' racing. As at present arranged, there are to be at least eight more meetings at Newmarket, all of which will, it is fair to assume, be well

attended and well patronised by owners. What more do you want?" To that I reply: Decentralisation, if possible, and, above all, some assurance that next year, at all events, we may look forward to a resumption of racing on a wider scale than that permissible at present. I do not pretend to know whether the Stewards of the Jockey Club would consider themselves justified in giving some such assurance, but if they could the effect would, I venture to think, be of great benefit to the whole racing and breeding community. Owners would keep their horses in training, instead of turning them out, as many are doing and as many intend to do, and that would assist trainers to carry on through evil days. A still more important consequence would be the encouragement given to breeders, because with a fair prospect of being able to race next year, buyers would, no doubt, be present at the various sales of bloodstock that will be held between now and the end of the year. Buyers willing to pay reasonable prices—prices which would enable

breeders to "get round," it may be without much profit, but, at all events, without losses such as those they will inevitably have to face unless something can be done to relieve the prevailing uncertainty in regard to the future prospects of racing. Meantime it



W. A. Roush.

POMMERN WINS EASILY.

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is satisfactory to be able to place it on record that, thanks to the prompt and energetic action of the Stewards of the Jockey Club, two great classic tests of the three year olds—the Derby and the Oaks—have been successfully decided; that the third and final test—the St. Leger or its equivalent—will be decided in due course; and that for the two year old *épreuves*, which would in normal times have been decided at Ascot, substitutes will be provided in the course of the second of the Extra Meetings at Newmarket.

Now about the New Derby, the New Oaks and one or two other races of interest included in the programme of the First Extra Meeting last week. Save for the regrettable break in the long tradition of the race, the Derby lost little or nothing by being decided on the Suffolk Stakes Course instead of on the famous old Epsom race track. Eighteen runners were saddled; there would not have been more had the race been run as usual. As far as I could see, there was no jostling or scrimmaging, and

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£2 10s. per cent. Consols.

£2 15s. per cent. Annuities.

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Persons who exercise this option will receive the dividend of £1 10s. 11d. per cent. payable on the 1st September, 1915, in respect of the £3 10s. per cent. War Loan, 1925-1928, surrendered, and a full half-year's dividend of £2 5s. per cent., payable on the 1st December, 1915, in respect of the £4 10s. per cent. War Loan, 1925-1945, issued in lieu thereof.

OPTION 2. CONVERSION OF £2 10s. PER CENT. CONSOLS.

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Persons who exercise this option will receive the usual quarter's dividend of 12s. 6d. per cent., payable on the 5th October, 1915, in respect of the £2 10s. per cent. Consols surrendered, and a full half-year's dividend of £2 5s. per cent., payable on the 1st December, 1915, in respect of the £4 10s. per cent. War Loan, 1925-1945, issued in lieu thereof.

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Persons who exercise this option will receive the usual quarter's dividend of 13s. 9d. per cent., payable on the 5th October, 1915, in respect of the £2 15s. per cent. Annuities surrendered, and a full half-year's dividend of £2 5s. per cent., payable on the 1st December, 1915, in respect of the £4 10s. per cent. War Loan, 1925-1945, issued in lieu thereof.

OPTION 4. CONVERSION OF £2 10s. PER CENT. ANNUITIES.

To exchange Stock (or Stock Certificates) of £2 10s. per cent. Annuities, to an amount not exceeding £78 nominal, for fully-paid Stock (or Bonds) of £4 10s. per cent. War Loan, 1925-1945, at the rate of £78 of the former for £50 of the latter.

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In the event of future issues (other than issues made abroad or issues of Exchange Bonds, Treasury Bills, or similar short-dated Securities) being made by His Majesty's Government, for the purpose of carrying on the War, Stock and Bonds of this issue will be accepted at par, plus accrued interest, as the equivalent of cash for the purpose of subscriptions to such issues.

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in a fast and fairly run race, Pommern clearly asserted his claim to rank as a Derby winner of at least average merit, for he ran home an easy winner two lengths clear of Let Fly, three lengths behind whom Rossendale filled the third place. Colonel W. Hall Walker is, by the way, not quite convinced that Pommern ought to have beaten Let Fly; but that point will in all likelihood be definitely settled in the race which will do duty for the St. Leger, and the settling may be interesting, for Let Fly certainly did make a good deal of ground in the later stages of the race for the New Derby, and was running on at the finish. Still, as the race appeared to me, Pommern had won a long way from home, and was going well within himself as he passed the post. It may be said, if one wants to be very critical, of Pommern that he is not perfect in symmetry, being better in his forehead than in his quarters, but he is singularly free and light in his action, is very "blood like" in appearance, and is possessed of a sufficient turn of speed. It may be added that his trainer entertains no doubts as to his stamina. The colt is by Polymelus (3) out of Merry Agnes 16, by St. Hilaire (by St. Simon) out of Agnes Court, by Hampton 10 out of Orphan Agnes, by Speculum (1) out of Polly Agnes, and his present owner, Mr. S. Joel, is credited with having bred him; but, as a matter of fact, Merry Agnes was mated with Polymelus by Sir Alan Johnstone, from whom Mr. S. Joel bought the mare when carrying Pommern. A rare bargain the same purchase has proved to be. So, too, was that of Polymelus, bought by Mr. S. Joel for 4,200 guineas at the September Sales in 1906, for following upon his purchase the colt won the Duke of York Stakes, the Champion Stakes and the Cambridgeshire Stakes, and has since worked his way up to the very front rank among the sires of the day with such colts as Corcyra, Black Jester and Pommern to represent him. The time in which Pommern covered the mile and a half is, by the way, recorded as 2min. 32 1-5sec., very fast time indeed, a good 3sec. faster than any Epsom Derby, a fact which tends to confirm the opinion expressed by such a sound judge as Halsey, now Sir E. Cassel's trainer, that the Suffolk Stakes Course is a much "sharper" mile and a half than that at Epsom.

In connection with the time in which the New Derby was run, it may be interesting to note that on the following day, under almost precisely similar conditions as to the going, wind



POMMERN, BY POLYMELOUS—MERRY AGNES.

and atmosphere, and on the same track, Black Jester, another son of Polymelus, won the June Stakes in the same time. In the Three Year Old Sweepstakes, Friar Marcus did not distinguish himself, but will probably do better on softer going. The race was, none the less, of absorbing interest, for, in a rousing finish between the stable companions Volta (even money) and Torloisk (20 to 1), the former just, and only just, outstayed the latter by a short head. A very sporting affair was this, and a renewal of hostilities between the two colts will be awaited with keen interest. Volta is by Valens out of Agnes Velasquez, is owned by Lord Carnarvon and was bred by Mr. J. Ladley; Torloisk, by Gallinule out of Jongleuse, is owned by his breeder, Mr. E. Hulton; both are trained by R. Dawson at Whatcombe.

What to say about the Oaks I hardly know. Taking the running as it stands, it would seem that the winner of the race, Mr. S. Neumann's Snow Marten, was the only one of the eleven runners really capable of staying a mile and a half, and that may well be the correct reading of the race. I thought, however, that Vacluse was not quite herself, and that might account for the disappointing performance of Lord Rosebery's beautiful filly—winner, it may be added, of the One Thousand Guineas, in the fastest time on record. Be that as it may, Snow Marten is bred to stay, being by Martagon out of Siberia, by St. Simon out of Sirenia, by Gallinule out of Concussion. Both fillies may be entered for the St. Leger, and in this race their relative stamina would be definitely proved; but if the time test is of any value, neither of them would have much chance of beating the colts, for the time—2min. 36 1-5sec.—taken by Snow Marten to win the Oaks, compares unfavourably with the 2min. 32 1-5sec. credited to Pommern in the Derby.

Some of the smartest two year olds yet seen out were included in the field for the Ditch Two Year Old Stakes, won by Star Hawk by a neck from Ali Bey. The truth of the running is to my mind doubtful, for I was standing close to the judge's box, and, having had a clear view of the race, was left with the impression that Ali Bey ought to have won—would have won had his rider realised the position of the winning post. A good many people in the Stands did think that the Duke of Westminster's colt had won, but, as the race was run, Star Hawk won it. As to that there could have been no doubt, but the winning post is a long way below the Stands, and the angles are very deceptive.



W. A. Rouch

SNOW MARTEN, WINNER OF THE OAKS.

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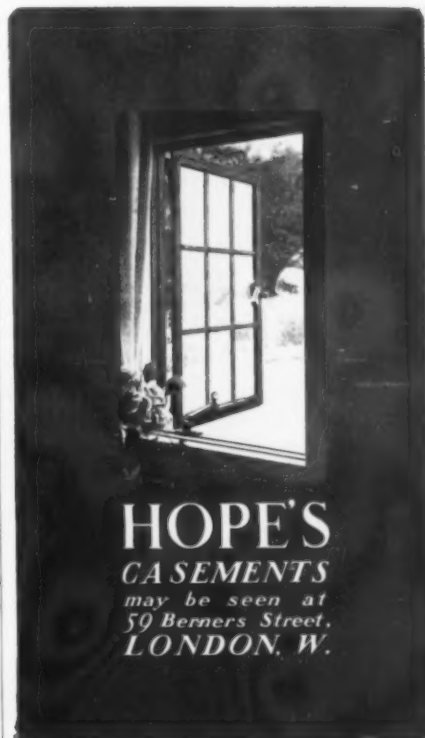
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The result of the sale of yearlings to be held by the Messrs. Tattersall on the Tuesday, Wednesday and Thursday of next week will be awaited with interest, the more so as included in the catalogue are yearlings of such pedigree that, if their make and shape be at all equal to their breeding, they would in normal circumstances realise very big prices. Among these are Mr. W. Murland's five, to be sold on Wednesday; a colt by Sunstar out of Merry Margot (dam of Merry Mabel) comes up in

this lot. Thirty-seven yearlings from the Melton studs will be offered for sale. Sir Maurice FitzGerald is sending up half a dozen well bred ones from the Buckland Stud. From the Cottingham Stud Mr. J. Simons Harrison sends three colts—two by Dark Ronald, one by Chaucer; and among other sellers are Lord Derby, and the executors of the late Major Eustace Leder and of the late Mr. Brodrick Clote. TRENTON.

FROM THE EDITOR'S BOOKSHELF.

Georgian Mansions in Ireland, by Thomas W. Sadleir and Page L. Dickinson. (Dublin University Press.)

THE Georgian Society has deserved well of the lover of architecture, not only because its five volumes have recorded with fulness the eighteenth century work of Dublin, the Dublin which is not "a provincial town but a fading capital," but because it began also the record of the country houses. This work is continued in the additional and uniform volume now reviewed by the private enterprise of two of its active members. They begin with a sketch of Georgian development, and go somewhat fully into the difficult question of window design. They suggest that some houses of before 1700 were fitted with sliding sashes made under direct Dutch influence, and quote Baulieu, a house of 1695, as having original sashes. It is impossible to believe this. There is no English or Scotch building of the seventeenth century, Hampton Court only excepted, which can claim original sashes, and Ireland was in all other building details far behind. What happened there, as elsewhere, was doubtless the filling of the window openings with mullioned and transomed frames and hinged casements, which did not give way to the new fashion of sliding sashes until about 1720 at earliest. The earliest recorded "chassis" in England were fixed by Lauderdale in 1671, and even his influence did not prevail to secure their use at Holyrood Palace. We should have liked more specific information on the growth of the house plan, but, unfortunately, only one is reproduced, and that not typical. One of the mysteries of eighteenth century building in Ireland is as to how far Robert Adam was concerned directly in the use of his style. At Castle Upton he made a plan for adding a room, and prepared a grandiose scheme never carried out. The drawings are reproduced, also a photograph of the Adam mausoleum, and of Adam's repair to the old castle, but, unfortunately, none of the rest of his work there. The illustrations of Caledon suggest the hand of Adam in the interiors, but there is no note as to whether he designed them. Nash added wings in 1812. Curraghmore is another noble house of the time which awaits an attribution of authorship. Of the dining-room at Heywood, the authors say that it is "a singularly handsome apartment, and one of the finest examples of the Adam style in this country." It is not credible that all this work can have been done by aesthetically minded clients merely with the help of decorators. The architect may have been a less important person in those days, but his directing mind is too clearly seen for him to be ruled out. Save for a certain vagueness in these respects, the book is admirable both in its illustrations and descriptions, and reveals an unsuspected wealth of fine work in the Irish counties. The last half of the eighteenth century was Ireland's great age. We may hope that a new and still greater era of prosperity and peace will open after the war and be marked by an architectural renaissance.

Jaffery, by William J. Locke. (John Lane.)

THIS story tells of what befel four friends some ten years after they left Cambridge, where their alliance was formed. First there is the narrator, who may here be called A; he dabbles in literature, has a strong taste for comfort which his income enables him to gratify, and is the possessor of a wife who combines great personal attractions with other good gifts; she is unrivalled in brewing hock-cup and dressing a crab, and she adopts her husband's pre-matrimonial friends as her own—altogether she is a jewel of a wife. Then there is B, who is now dead, but left behind him the manuscript of a novel which plays a great part in the story; for C, in whose charge it was left, publishes it as his own and makes a great reputation and a good deal of money, which enables him to marry, on the strength of it. D is Jaffery Chayne, who gives his name to the book. He falls in love at first sight with the lady to whom C is engaged, but he is the soul of honour and suppresses his passion. C marries, and then, having golden offers from two continents, endeavours to write a novel himself; but the strain kills him, and he leaves as his executors A and D, who at once discover the truth about the first book. D decides that the truth must be concealed from the adoring widow, who had been told by her husband that his second novel had been finished. He therefore writes a novel himself, which is published under C's name and, strange to say, is as great a success as the other; yet the widow will not marry this hero, and does not even treat him well. At last the character of C is revealed to her by an accident, and she would consent to marry D, but he no longer wishes it, because he has fallen in love with another widow, a lady of unusual antecedents, as she is an Albanian born in Chicago, who unites the American idiom with the primitive passions of Albania. It is rather difficult to believe either in D, who is a Don Quixote of immense appetite and violent and tempestuous habits, or in Liosha Prescott, whom he married; but A and his wife are a very pleasing pair and are described with much humour; and Ras Fendhook's visit to Northlands is capital. The style is that of a scholar; but is it necessary to use the word "onto"? Would not "upon" serve the purpose? A "subfusc" garment seems to be a misprint for "subfusc." But no reader will stick in the middle of this story or close it without gratitude to the author.

The White Peacock, by D. H. Lawrence. (Duckworth.)

FOR writers of fiction the Midlands have a fascination we can well understand. Geographically and industrially the core of the British Isles, human

life has there eddied to a centre, dense and compact, compared with which life in the outlying districts of our island, life in the scattered towns and seaside resorts of the South, is a flimsy, threadbare fringe. Mr. D. H. Lawrence has been lured to lay the scene of another story in this region. *The White Peacock* is a Derbyshire pastoral. The characters are of the yeoman farmer type, with a veneer of "culture"—and, truth to say, we find them rather ridiculous. Lettie, the White Peacock of the tale, with her thin refinement, her glib talk of Schopenhauer, d'Annunzio, Maeterlinck, her perpetual quotations from the classics, and her singing of Strauss and Debussy, irritates us with her want of reality; while her suitor, George, the tipsy yokel, half Hercules, half Anticlus, who follows the plough, feeds the pigs, eats in the kitchen and talks with rapture of Aubrey Beardsley's "naked line," we feel to be incongruous to the verge of absurdity. But "the important thing about the sun is not its spots, but its light and heat," and the important thing about Mr. D. H. Lawrence is not his weakness but his strength—and his strength is his poetry. *The White Peacock* is full of poetry. It rushes through the pages like a wind, and lifts us off our feet. And for this we forgive him his incongruities, his crudities, and even his sometimes unnecessarily coarse animalism. The theme of his poetry is Life—life of the grass, the trees, the clouds, the birds, the animals—including the human animal. Like most of the modern school of writers, he lays little stress on sex. Love there is in plenty in the book, brotherly love, love of humanity, love of Nature, mother-love; but the love of one sex for another is merely an incident, and not the most important, in the general movement of the scene.

The Goldsmith and the Young Couple; or the Legend of S. Eloy and S. Godeberta, by Petrus Christus. By H. Clifford Smith. (Quaritch.)

PETRUS CHRISTUS was a painter of Bruges, and of his rare work—rare in both senses of the word—the picture, to which Mr. Clifford Smith has devoted this privately printed monograph, is unique in every way. It shows a young couple standing behind a goldsmith who is providing the betrothal ring, and scattered about are many precious products of his art. We need not follow the critic in his minute examination of the picture, but call attention to the monograph as an example of the acute and detailed study now devoted to the history of painting. Mr. Clifford Smith not only brings to bear on the details of the picture his large knowledge of jewellery, but has prayed in aid Mr. G. F. Hill to settle the dates of coins which lie on the table, and Dr. Woodward to pronounce on the *locale* of a fossilised shark's tooth used as a charm. This shows the elaboration of the *apparatus criticus* which is now employed to solve difficult questions of date, attribution, subject and the like. The author is to be congratulated on a piece of criticism which is no less valuable, and indeed more notable, for being limited to so small a field.

BOOKS RECEIVED.

FICTION.

- The Wife Who Found Out*, by G. de T. Wentworth James. (T. Werner Laurie, 6s.)
Love and the Freeman, by Guy Thorne. (T. Werner Laurie, 6s.)
The Heart of Joanna, by Robert A. Hamblin. (J. Long, 6s.)
Honour in Pawn, by H. Maxwell. (J. Long, 6s.)
Sally on the Rocks, by Winifred Rogers. (H. Jenkins, 6s.)
Ordeal by Battle, by F. T. Oliver. (Macmillan, 6s.)
The Prussian Terror, by Alexandre Dumas. (S. Paul and Co., 6s.)
His Father's Wife, by J. E. Patterson. (G. Allen, 6s.)
Into Temptation, by Alice Perrin. (Methuen, 7d. net.)
Freakies, by Gene Stratton Porter. (Murray, 1s. net.)
The Path of Life, by Stijn Streuvels. Translated by A. Teixeira de Mattos. (G. Allen, 5s. net.)
Peter Moor, by Gustav Frønsen. (Constable, 1s. net.)
A Village Romance and Juliet, by Gottfried Keller. (Constable.)
Miss O'Connor, M.F.H., by Miriam Alexander. (Melrose, 6s.)
The Broad Highway, by Jeffery Farnol. (Sampson Low, 2s. net.)
The Mormon Lion, by David Ford. (J. Long, 6s.)
The Barbarians, by James Blyth. (J. Long, 6s.)
Nurse Charlotte, by L. T. Meade. (J. Long, 7d. net.)

MISCELLANEOUS.

- Sonnets of the Empire*, by Archibald T. Strong. (Macmillan, 3s. net.)
Belgian Poems, by Emile Cammaerts. (J. Lane, 4s. 6d. net.)
Live Stock of the Farm. Vol. I: Cattle, Edited by Professor C. Bryner Jones. (Gresham Publishing Company, 7s. net.)
The Psychology of the Kaiser, by Morton Prince, LL.D. (Fisher Unwin, 2s. 6d. net.)
The Soul of the War, by Philip Gibbs. (Heinemann, 7s. 6d.)
Pulpits, Lecterns and Organs in English Churches, by J. Charles Cox. (H. Milford, 7s. 6d. net.)
The Spirit of the Allied Nations. Edited by Sydney Low. (A. and C. Black, 2s. 6d. net.)
Politics and Crowd Morality, by Arthur Christenson. Translated from (Danish) by A. Cecil Curtis. (Williams and Norgate, 7s. 6d.)
America Fallen, by J. Bernard Walker. (Putnam, 1s. net.)
Mind in Animals, by E. M. Smith. (Cambridge University Press, 3s. net.)
Escapes and Escapades, by Henry Savage. (The Pomegranate Press, 3s. 6d. net.)
The Secret Memoirs of Count Hayashi. Edited by A. M. Pooley. (Eveleigh Nash, 10s. 6d.)
Chats on Japanese Prints, by Arthur Davison Ficke. (Fisher Unwin, 5s.)
Manchester School of Architecture. Sketch Book No. 1: Old Town Hall, Manchester. (Longmans, Green.)
Human Bulletin, by Lieutenant Sakurai. (Constable, 1s. net.)
Aeroplanes and Dirigibles of War, by F. A. Talbot. (Heinemann, 3s. 6d.)

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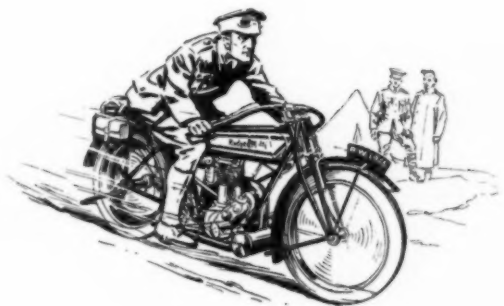
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THE WHITE WINE OF ENGLAND.

THE trend of popular opinion for some time past has been against strong alcoholic drinks, and rightly so; but few people who have been in the habit of using them even in strict moderation can face a sudden descent to cold water without a qualm. Nor is there any need that they should practise self-denial in this excessive form, since we can produce at home a wine, light, palatable and unquestionably wholesome, in the shape of cider. In its early commercial days English cider was discredited in a great measure because of its variability, due to the fact that English makers did not take the beverage seriously. Yet, when we know that in countries where cider had for long been the standard drink, rheumatic complaints were almost unknown, and that this immunity had been over and over again ascribed to cider, it is rather curious that the industry was not put on a sound commercial basis sooner. Some years ago, however, Messrs. Bulmer and Co. of Hereford took the matter up, acting on the advice of the famous French physician, Dennis Dumont, who, as the result of long experiments, laid it down emphatically that cider should become the only drink for those with any tendency to gout, rheumatism or gravel; for people in towns who cannot get sufficient exercise, and for those threatened with too much flesh. His opinion was confirmed by M. Saint Germain, an equally celebrated confrère; and relying in part upon this high scientific authority, Messrs. Bulmer began to apply to the production of cider the methods by which the light and sparkling wines of France had achieved their popularity. This enterprise grew by leaps and bounds. Their buildings now cover several acres, while the cellars extend more than two acres, and the draught cider alone is stored in vats holding up to 60,000 gallons. But it is the manufacture of champagne ciders which appeals most strongly to the mind. The special characteristic of champagne, or sparkling, cider is that its manufacture only commences where that of wine ordinarily ends. Few would recognise in the still *brut* fluid, which after fermentation presents a cloudy appearance with a harsh, bitter flavour, that clear, exhilarating beverage pleasing both to the eye and the palate, and stimulating to the most jaded appetite. These results are really obtained by the Champagne process, and every bottle of champagne cider is kept at least twelve months undergoing that process. That all this can be done and this delicious "white wine of England" be sold at a price which works out at a mere fraction of the cost of champagne itself, is a tribute to enterprise and capital on the one hand, and an immense and growing demand on the other. Apart from its health-giving properties, it would be difficult to beat a glass of cool, sparkling "Redstreak" or "Foxwhelp" champagne as a summer drink; while the ciders and perry in the wood are no less satisfactory. We would, therefore, strongly advise our readers to write for a price list and descriptive matter to Messrs. H. P. Bulmer and Co., Hereford.

ON BUYING A WATCH.

The mere fact that a watch is a necessity in these days makes it a most desirable gift, but the great pitfall in buying one with this object in view is that one is rather apt to expend money on an impressive case and overlook the works. No one who has read the latest book on the subject issued by the Waltham Watch Company is likely to fall into this error. After reading this book one realises more than ever the advisability of putting one's money into the movement rather than into the case. One also discovers that high grade Waltham watches—timepieces that are famous all over the world for accuracy, reliability and endurance in all climates and under all conditions—are well within the scope of most moderate purses. Especially recommended for gifts to friends on active service is the Waltham wristlet watch, which is accurate, handsome and strong enough to stand hard wear. It costs 49s. only, extra charge being made if luminous dial is required. Reliable watchmakers and jewellers supply both wristlet and pocket Walthams. Anyone writing for a copy of the new Waltham book to the Waltham Watch Company (Dept. 95), 125, High Holborn, London, W.C., will have it forwarded post free.

FOR FRIENDS ON ACTIVE SERVICE.

The problem of gifts is usually one difficult of solution, so large is the array offered for every conceivable purpose and so limited the uses to which the recipients can put them. With the war, however, a new phase of present-giving sprang into existence. There can be scarcely anyone who has not a relative or friend serving in the Forces as soldier, sailor, doctor, nurse, or in some other capacity, and we want to give to them, with probably more sincerity than we have ever given before. Among the lists of things which appeared in the early days of the war, writing pads and indelible pencils figured constantly. The great drawback to the latter is that, although indelible, if the letter gets wet, it also becomes illegible. We would suggest, therefore, that a present which would be particularly acceptable, especially at the front, where letters have to be written under all sorts of trying conditions, would be a fountain pen. A Watermans' Ideal suggests itself both on account of its simplicity of construction, the simplicity with which it can be refilled and its

hard wearing capacity. For real hard work the "Safety" is perhaps best, but Waterman's Ideals can be had in other types—Regular, Self-filling or Pump-filling, and in numerous designs, plain or mounted in silver or gold. They are stocked by practically all stationers and jewellers, at prices ranging from 10s. 6d. upwards and can be sent to all parts of the world by letter post at a trifling cost. An illustrated list, showing the different varieties, can be obtained on application to Mr. L. G. Sloan, The Pen Corner, Kingsway, W.C.

H.R.H. THE PRINCE OF WALES AS A CYCLIST.

Those of us who remember the joy which welcomed the birth of an heir to the throne twenty-one years ago, little imagined under what conditions the Prince of Wales would attain his majority. But if disappointment has been felt that the celebrating of the event has been inevitably postponed we are proud to feel that our future king is upholding the traditions of his race, as his subjects would have him. The most democratic Englishman feels a thrill of satisfaction when he hears that the Prince at the front is maintaining the same keenness, pluck and endurance that he and thousands of other young Englishmen learnt in games and sport in times of peace. The Germans, while striving to emulate them, have always affected to despise the British love of sport, but events have proved that that love has stood us in good stead. We have much pleasure, therefore, in publishing a portrait of the Prince (who is a member of the Cyclists' Touring Club) in happier times. We trust he may soon enjoy once more those open-air sports and pastimes which he laid aside so lightly at the call of his country's need.



H.R.H. THE PRINCE OF WALES ON HIS RUDGE-WHITWORTH.

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COUNTRY LIFE

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20, TAVISTOCK STREET, STRAND, LONDON, W.C.

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[REGISTERED AT THE G.P.O.
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DOG.

MAJOR RICHARDSON'S KENNELS, GROVEND, BARROW. SENTRY DOGS (AIREDALES), as supplied our army in France for night outpost duty, guarding detached posts, etc., 5 guineas. POLICE DOGS (AIREDALES), best ladies' guards for lonely walks, best protection against tramps and burglars, town or country, yard or house. From 5 guineas. Pups, 2 guineas.

BLOODHOUNDS from 20 guineas; pups, 7 guineas.
ABERDEEN (SCOTCH) IRISH FOX (rough and smooth) TERRIERS from 5 guineas; pups, 2 guineas.
Trains every few minutes Baker Street, Telephone 423.

CHANCE SELDOM MET WITH. — Exceedingly high-class pedigree Pekingese Puppies and Adults, at most ridiculously low prices. — State requirements to Mrs. ELLEN DUTTON, Dunstable.

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The Charge for these Advertisements is 7d. per word, minimum 2/6.

BOOK VALUABLE COLONIAL STAMPS, majority before 1860; valued about £20. Sacrifice £2. Approval. — "Stamps," 3, Dorncliffe Road, Fulham, London.

GENERAL ANNOUNCEMENTS.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

GARDEN FURNITURE direct from Makers. — Trellis for Walls and Lawns, Arches, Arbours, Pergolas, Rose Trainers, Garden Seats and Gates.

WOOD LATH GREENHOUSE BLINDS, best and most durable. Scrims, Pinoleums, Bamboo, Teakwood Orchid Baskets. Illustrated Catalogue and Samples free. — WALTERS & CO., Morland Road, Croydon, London. Phone 1646 Croydon.

GARDEN PAVING, Old-world Stone, Brick, Crazy, Cobble, Lily Tanks, Terraces, Drives, Tennis Courts constructed. Designs and estimates submitted. — GAMBLE WOOD, 39, Brompton Square, London.

IRON FENCING for all purposes. Continuous Bar Fencing, Strained Wire Fencing, Gates, Field Hurdles, Tree Guards, Espaliers, Railing, Sheep Fold Hurdles, Gardening Fencing and Ironwork of all kinds. List on application. Estimates free. — BOULTON & PAUL, LTD., Norwich.

FENCING, Hurdles, Railing, Gates, Tree-Guards, etc., manufactured from British Iron by BAYLIS, JONES & BAYLIS, LTD., Wolverhampton, and Cannon Street, London, E.C. Enquiries invited. Catalogues free. Established 1828.

GARDEN NETTING. — BEST BIRD-PROOF: 25 by 14 yards, 1/-; by 41 yards, 3/0; by 81 yards, 7/6; cheaper kinds, and any size, made. Over 5/- orders carriage paid. — KIGHT, Royal Arcade, Lowestoft.

PORTABLE WOOD AND IRON HOUSES, portable buildings of every description to suit any situation; intending customers waited upon by our own architect if desired; also fireproof steel spirit houses, petrol safes, garage roofs, etc. Catalogues free on application. — BOULTON & PAUL, LTD., Norwich.

PORTABLE BUILDINGS, Bungalows, Recreation Rooms, Motor Houses, Outdoor Shelters, etc. Enquiries invited. — FENN & CO., Ipswich.

FENCING. — Cleft Chestnut Unclimbable Fencing. Send for Illustrated price list. — STANLEY UNDERWOOD CO., Shottermill Haslemere, Surrey.

COUNTRY HOUSE SEWAGE DISPOSAL. — No emptying of cesspools; no solids; no open filter beds; perfectly automatic; everything underground. — BEATTIE, 8, Lower Grosvenor Place, Westminster.

ARTIFICIAL TEETH (OLD) BOUGHT. — Up to 6s. per tooth pinned on vulcanite; 11s. silver; 14s. on gold; 36s. on platinum. Cash or offer by return. If offer not accepted teeth returned post free. Satisfaction guaranteed. — S. CANN and Co., 69A, Market Street, Manchester. Est. 1850.

TENNIS COURT FENCING, a specialty. Made as complete enclosure, or supplied in Hurdles only. Also Stop Nets, Pillars, Rods, etc. Ask for Price List. — BOULTON & PAUL, LTD., Norwich.

HANDSOME BLACK RUSSIAN FUR MOTOR RUG, lined cloth. Bargain £2. Also Hearth-Rug, Russian wolf, mounted on black fur. Unsold. 35s.; bargain. Approval. — RIXSON, Church Street, Dunstable.

PARTNER WANTED, with capital of £2,000 to £3,000, to acquire interest in sheep property in Australia. Must be active and energetic and willing to do share of ordinary station work. Splendid opportunity to obtain high interest on capital invested combined with good living in healthy and attractive surroundings. — For personal interview, apply to "W.Z." c/o BLAIR, 16, Royal Exchange.

GENERAL ANNOUNCEMENTS.

Continued.

ECONOMISE IN COAL. — Obtain the best at Lowest Summer Pit Prices. Before placing your order, consult the expert in country house fuel supply, it will be worth your while. — Write to-day to ERNEST RUDOLPH GELL, Fuel Contractor to the Nobility and Gentry, 184, King's Norton, Birmingham.

BUTTER COOLERS. BUTTER COOLERS. Keep the sun off the butter and at the same time be economical and use a good Butter Cooler. Cheap and reliable. Send 2s. 3d. and we will send one to hold two 4-lbs. of butter, carriage paid. — C. H. BRANNAM, LTD., Dept. N, Barnstaple.

WANTED TO PURCHASE, a genuine Suit of Armour. Must be guaranteed. — Apply to E. WRIGHT, 144, Wardour Street, Soho, London.

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The Charge for these Advertisements is 2d. per word, minimum 2/6.

FOR SALE, Lady's Buggy, nearly new, with seat at back for groom. Will accept £60 or near offer. — Write to "Buggy," c/o ABBOTT'S, Eastcheap.

PAYING QUESTS, APARTMENTS, ETC.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

INLAND RESORT. — Mid Wales, Piniolun. — Fishing, shooting, hounds, golf, pony and governess car, donkey tandem, piano, bracing and perfect air. Sheltered by thirteen-acre pine plantation. Motor accommodation. Town one-and-a-half miles. Or Let, furnished, with or without Cook-Caretaker. — ROBERT LEWIS, Ethinog Farm, Llanidloes, Montgomery (late Central Co., Kimberley, S.A.).

TOWNY (North Wales). — "Sunningdale," well furnished Apartments. South aspect; six minutes sea. Golf, fishing. — THOMAS.

WOULD some kind gentleman bereaved through the war and wishing to help someone also forlorn, offer a real home to gentleman (delicate) needing care who in return would give companionship; very bright, musical, a lover of the country. References and inquest particulars given. — "A 3477."

COUNTRY HOUSE LIGHTING.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

COUNTRY HOUSE ELECTRIC LIGHTING PLANT, 2½ KW. Crossley vertical engine, Phoenix dynamo, Tudor batteries, 200-amp. hours, suitable 80/100 lights, modern throughout and guaranteed. — "A 3475."

ANTIQUES.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

OLD PEWTER is dealt with at length in "Cassiers on English Pewter," by ANTONIO DE NAVARRO, a book for all lovers of the Pewterer's Art. The book is beautifully illustrated, and can be obtained for 11/-, post free, from the Offices of "COUNTRY LIFE," LIMITED, 20, Tavistock Street, Covent Garden, W.C.

G. A. PARKHURST, "The Ancient Priory House," Crawley, Sussex. — This wonderful old building was erected in the reign of Stephen, A.D. 1150, and is of great historic interest. It is also filled with genuine old furniture and well worth a visit.

JEWELLERY.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

SPIERS & POND'S STORES, London, E.C. — Cheque or Goods sent for Old-fashioned Jewellery.

MADAME LILLIAN (late of Regent Street) is highly recommended by country life as offering very good prices for all articles of Gold and Silver Jewellery, broken or otherwise. Greatest care taken of all articles forwarded. Est. 1860. — 210, Kennington Road, London, S.E.

BOOKS, WORKS OF ART, ETC.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

"THE 'COUNTRY LIFE' BOOK OF COTTAGES" is an indispensable book to all interested in Housing Questions. The buildings illustrated in this volume are truly cottages — costing from £150 to £600 — and full consideration is given to all types of cottages, for the rural labourer, the estate-servant, the smallholder, the clerk who lives outside the town, the "week-end," and those of limited means who want a permanent home of refined character in the country at the smallest possible cost. The price is but 5s., by post 5s. 5d. A Prospectus will be sent free of charge from the Offices of "COUNTRY LIFE," 20, Tavistock Street, Covent Garden, W.C.

HORSES, ETC.

FOR SALE AND WANTED.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

CHILD'S PONY for Sale, six years old, about 14 hands high; sound and very good looking; constantly ridden in town and country by boy and girl. Price £35 for quick sale; can be seen in London. — "P 6986."

HALE-BRED STALLIONS.

"Young Leviathan" by "Leviathan I," out of blood-like mare. This horse is getting weight carrying stock with some certainty out of well-bred mares. "Leviathan III" by "Young Leviathan," out of "Ben Shie" by "Sir Berya," out of "Bendamer" by "Mogador," a winner and dam of a winner ("Sir Berya" won the Derby). "Leviathan I" was by a Clydesdale out of "Mona Bouquet" by "Asceltic" out of "Neruda," grand-dam of "Glenade." Fees 1 guinea, and 2/6 groom. — Apply Mr. HOPE BROOKS, Boddington House, Byfield R.S.O. Owner of above horses will undertake to give £10 for every healthy, weaned suckler from true made mares free from hereditary disease and over 15.2.

MOTOR CARS, ETC., FOR SALE AND WANTED.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

WANTED, Singer, Morris-Oxford, Calthorpe, Calcott, Standard and other light two-seated Cars. Fair prices given. — JAMES FRYER, LTD., Motor Engineers, Hereford.

LIVE STOCK, PETS, ETC.

The Charge for these Advertisements is 2d. per word, minimum 2/6.

LIVE CHICKS, 10/6 per doz.; live delivery guaranteed anywhere British Isles. Must book in advance. Also Laying Pullets, 7/6, £4 5s. per doz. Cockerels, 10/6, from winter-laying strains of all Orpingtons, White Wyandottes, White Faverolles, Rhode Island Reds, White and Black Leghorns. — Sweetmeadows Farm, Chislehurst.

GARDENING MADE EASY.

By E. T. COOK.

200 pages; 23 illustrations.

1/- net; Cloth 1/6 net; postage 3d. extra.

THIS BOOK HAS BEEN WELL DESCRIBED AS THE A.B.C. OF GARDENING.

"It contains a vast amount of information in easily understood language that will be most helpful to persons who love to look after their own garden." — Scotsman.

Of all Booksellers, or post free 1/3 or 1/9 from "COUNTRY LIFE," LTD., 20, Tavistock Street, Covent Garden, London, W.C.

COUNTRY LIFE

THE JOURNAL FOR ALL INTERESTED IN COUNTRY LIFE
AND COUNTRY PURSUITS.

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Inland, 28s. 2d. Canadian, 34s. Foreign, 48s.

WALTON & LEE

AND

KNIGHT, FRANK & RUTLEY

LONDON AND EDINBURGH.



WORCESTERSHIRE (In, and on the outskirts of, the picturesque Village of Badsey; two-and-a-half miles from Evesham, and one-and-a-half miles from Littleton and Badsey Station, G.W. Ry.).—

BADSEY MANOR HOUSE.

an interesting example XIVth Century architecture, illustrated above, recently largely restored, with modern outbuildings, electric light, heating arrangements, water laid on and modern sanitation; lawns, small garden, and orchard attached, 5a. 0r. 9p. in extent, with or without a rich meadow and a piece of market garden land 15a. 3r. 12p. Also a moderate-sized XVIIIth Century Residence, known as "THE STONE HOUSE," recently restored, and equally well adapted for private use or institutional purposes. For SALE by AUCTION in lots at Badsey Manor House, on Wednesday, July 21st, 1915, at 2 o'clock precisely (immediately preceding the Sale of the furniture therein), unless previously sold privately. Solicitors: Messrs. CORBOULD, RIGLEY & CO., 1, Henrietta Street, W. Auctioneers: Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W.; and Messrs. WALTON & LEE, 10, Mount Street, W.

G.W. RY. MAIN LINE, TWO HOURS FROM LONDON.
FIRST-CLASS SOCIAL AND HUNTING DISTRICT.
FINISHED GEORGIAN MANSION, WITH OR WITHOUT 4,000 ACRES OF SHOOTING.



TO BE LET, for three or five years, the above MANSION, standing 200ft. above sea, in grandly timbered deer park of 480 acres; contains a fine suite of reception rooms, including billiard room and ballroom, about seventeen principal bed and dressing rooms, several bathrooms, and ample accommodation and offices for a large staff of servants. House heated, lighted by electricity; excellent water supply and drainage; most complete and extensive stabling for large stud of hunters, and accommodation for outdoor staff. The pleasure grounds are renowned for their exceptional beauties, and the productive gardens are supplied with glasshouses in reasonable proportion. The Estate includes a good extent of coverts naturally adapted and arranged for holding a large head of pheasants and for very "sporting" shooting. First-class centre for Duke of Beaufort's Hounds. About four miles of coarse fishing. Inspected and highly recommended.—KNIGHT, FRANK and RUTLEY, 20, Hanover Square; and WALTON & LEE, 10, Mount Street, W. (28,520.)

SHROPSHIRE AND CHESHIRE BORDERS.
Convenient for London, Liverpool, Manchester, etc.



TO BE SOLD, OR LET, UNFURNISHED.
the above RESIDENCE, containing billiard room, eighteen bed and dressing rooms, two bathrooms; stabling for eight or more; water laid on, modern drainage, telephone; pretty grounds, productive gardens and grassland, in all about 35½ acres. About 600 acres of rough shooting and cottages if required. Two adjoining farms of 33½ and 57 acres would be sold if desired. Hunting with two or three packs. Golf links easy distance. (20,720.)

SHROPSHIRE AND CHESHIRE BORDERS
(adjacent to the foregoing).



THIS ATTRACTIVE LITTLE HOUSE TO BE LET, UNFURNISHED or partly furnished; entrance hall, three reception rooms, nine bed and dressing rooms, bathroom; stabling for three, men's rooms.

INEXPENSIVE GROUNDS.

Eight acres of grass, and buildings. Moderate rent. WALTON & LEE, 10, Mount Street, London, W. (28,600.)



2,500 ACRES (nearly) of excellent mixed SHOOTING including a rabbit warren and snipe bog, and one mile of trout fishing, **TO BE LET**, together with the above

RESIDENCE at the

VERY MODERATE RENT OF £200 PER ANNUM.
The House, situate in a pretty part of the South-West of England, stands high amidst lovely but inexpensive grounds, gardens and grasslands, and contains lounge hall, four reception rooms, about eighteen bed and dressing rooms, three bathrooms, and offices; water by gravitation; lighted by electricity; stabling for five, motor-house, married groom's accommodation and cottage. Hunting with two packs.—Inspected and recommended by WALTON & LEE, 10, Mount Street, W. (17,570.)



SUFFOLK AND ESSEX BORDERS.

TO BE LET, FURNISHED, the above Elizabethan MANSION, WITH ABOUT 3,000 ACRES OF SHOOTING,

including 300 acres of covert, well placed. The Residence STANDS HIGH in a well timbered park and inexpensive gardens and grounds, is approached by a FINE AVENUE of lime trees three-quarters of a mile in length, and contains a splendid hall, billiard room, four reception rooms, bath, 22 bed and dressing rooms, servants' hall, housekeeper's room, etc. HEATED THROUGHOUT BY HOT WATER, LIGHTED BY ACETYLENE GAS; all in thorough order. Near station, post office, and shops, within EASY DISTANCE OF NEWMARKET, 60 MILES FROM LONDON. Stabling for six, garage; two cottages. The shooting lies well together, and has always been well preserved.—WALTON & LEE, 10, Mount Street, W. (21,408.)



WILTSHIRE.

NEAR QUIANT OLD TOWN, AND AMIDST A RENOWNED "BEAUTY SPOT."

TO BE LET, for twelve months or less, the above fine old Georgian RESIDENCE, characteristically furnished and in first-class order. Contains five reception (three panelled), eleven bed and dressing, bath, etc.; stabling for four, garage, cottage; gas laid on; abundant water, modern drainage, telephone; dry, warm soil. Delightful grounds with spacious lawns and "old-world" features, walled garden, orchard, glasshouses, surrounded by 50 acres of grass and wood. Fishing, boating and golfing. WALTON & LEE, 10, Mount Street, W. (28,668.)

WALTON & LEE,
AND
KNIGHT, FRANK & RUTLEY.

10, Mount Street, W.
20, Hanover Square, W.
100, Princes Street, Edinburgh.

(For continuation of advertisements see page v.)

TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

TELEPHONE: 1942 GERRARD (5 LINES).

TELEPHONE: 146 CENTRAL, EDINBURGH

TELEPHONES:
MAYFAIR 3275 (two lines).

ALEX. H. TURNER & CO.,

69, SOUTH AUDLEY STREET, W. And at Guilford, Weybridge and Woking.

FOR COUNTRY HOUSES AND ESTATES.
SALES BY AUCTION.

VALUATIONS.

FOR TOWN HOUSES.
SURVEYS.

FOR SALE AT LOW PRICE.



DEVON AND CORNWALL
(Borders).

GOOD RESIDENTIAL, AGRICULTURAL AND SPORTING ESTATE with
500 OR 2,000 ACRES.

REMARKABLY PICTURESQUE OLD MANSION of moderate size, recently modernised and occupying a splendid position.

Beautiful pleasure grounds with ornamental water. Lodges and cottages.

On the larger area are
EIGHT FARMS WITH GOOD HOUSES AND BUILDINGS.

The outgoings on the Estate are LOW
Full particulars of Messrs. ALEX. H. TURNER & Co., 69, South Audley Street, London, W.

GUILDFORD.

THIS CHARMING MODERN QUEEN ANNE HOUSE, in a BEAUTIFUL OLD GARDEN,

erected some years ago by an eminent architect, on a sunny slope of the Hog's Back, overlooking the St. Catherine's and St. Martha's Hills.

Entrance and lounge halls, three reception rooms, verandah lounge, excellent offices, twelve bedrooms, bathroom.

STABLING, GARAGE, TWO COTTAGES.

OLD WELL-TIMBERED GROUNDS and prolific fruit and kitchen gardens of
FOUR ACRES.

walled on north and east sides, with range of glasshouses.

ELECTRIC LIGHT, TELEPHONE, AND EVERY CONVENIENCE.

Close to the old county town.

Highly recommended by the Agents, ALEX. H. TURNER & Co., Guilford, and at 69, South Audley Street, W.



NICHOLAS.
4, ALBANY COURT YARD, PICCADILLY, W.
Telephone No.: 293 Regent. Telegrams: "Nichenyer, London."
And at READING and NEWBURY.

WEDNESDAY NEXT,
at the
LONDON AUCTION MART.

HISTORICAL GEORGIAN RESIDENCE.
"FACEBY LODGE."
HARE HATCH, BERKS.



DELIGHTFUL COUNTRY RESIDENCE,
with

Wonderful old grounds of two-and-a-half acres.

ONLY 40 MINUTES FROM LONDON.

Approached by carriage drive, and containing ten bedrooms, two bathrooms, three reception rooms, and

Large oak-panelled billiard room.

STABLING, GARAGE.

Both tennis and croquet lawns, separate fruit and vegetable gardens, rock garden and old turf walks.

Gas. Main water. Modern drains.

Other photos, and particulars of NICHOLAS, 1, Station Road, Reading, and 4, Albany Court Yard, Piccadilly.

OWEN WALLIS & CO.,
2, KING STREET, ST. JAMES'S, S.W.
Telephone: Regent 3855. Telegrams: "Owensme, London."



Jacobean Mansion in Park. 3,000 acres Shooting. Good Hunting.

TWO HOURS FROM LONDON, near station, 500ft. up, south aspect.—Lounge hall, four reception, 2½ bed, dressing and servants' rooms, three bathrooms; electric light; stabling for twelve, two or four cottages. The ancient gardens are quite a feature, fine timbering and lawns, walled gardens, glasshouses; whole inexpensive; beautiful place; no drawbacks. To LET on long Lease. Inspected and highly recommended.—Sole Agents,

OWEN WALLIS & Co., 2, King Street, St. James's, S.W.



A GENTLEMAN'S PROPERTY.
80 MINUTES SOUTH, in a choice situation.

Hall and three good reception rooms, two bathrooms, twelve bedrooms, offices. Twelve acres. Cottage, stabling. Electric light. Co.'s water.

Near old-world town and station.

OWEN WALLIS & Co., 2, King Street, St. James's, S.W.

37 ACRES. GEORGIAN RESIDENCE. THREE-QUARTERS OF A MILE FROM TROUT FISHING. HANTS (favorite part, half-a-mile from station).—A charming place for a country gentleman. Spacious lounge hall, billiard and three other reception and fifteen bed and dressing rooms, three bathrooms; lovely gardens with fine specimen trees, ponds stocked with trout, and two tennis lawns; extensive stabling and garage; good trout fishing, together with valuable pastures. Favourite hunting neighbourhood and golf course within one-and-a-half miles, and shooting in neighbourhood to be had.

OWEN WALLIS & Co., 2, King Street, St. James's, S.W.

EDWIN FEAR & WALKER.
WINCHESTER.
Telegrams: "Fear, Winchester." Phone 54.

FURNISH COUNTRY HOUSES FOR THE SUMMER AND AUTUMN.—Hants, Wilts, Dorset, the New Forest, and on the South Coast generally. EDWIN FEAR & WALKER are Agents for all the best available, and invite enquiries.—Estate Offices: Winchester.



PERSONALLY RECOMMENDED BY THE AGENTS. To be sacrificed at £2,250 owing to the war. (Owner on Service.) A CHARMING OLD-FASHIONED BIQU RESIDENCE, with delightful shady garden and paddock of two acres; on outskirts of old country town in Hants; with lounge hall, three reception rooms, seven good bedrooms, bathroom (h. and c.); well-arranged domestic offices, with servants' hall; stabling and good garage, two cottages.—For further particulars apply EDWIN FEAR & WALKER, Estate Agents, Winchester. (6790.)

A PROPERTY WHICH CANNOT FAIL TO APPEAL TO ANYONE.

SURREY (situate in the most charming part).—A really delightful COUNTRY RESIDENCE, built in old style, with pretty lychgate; paneled lounge, three reception, five or six bedrooms, bath (h. and c.), two boxrooms, excellent offices; well laid-out grounds of about two acres, tennis courts, rose gardens, summerhouse, etc.; stabling.—Inspected and thoroughly recommended by the Agents, EDWIN FEAR & WALKER, Winchester. (6801.)

HIGH, DRY AND HEALTHY POSITION. NEW FOREST.—To be SOLD, with immediate possession, an unusually attractive RESIDENCE, occupying a picked situation; contains four reception rooms, fifteen bed and dressing rooms, two bathrooms, and complete offices; stabling, garage, cottage; electric light; beautiful pleasure grounds and meadowland.

LOW PRICE FOR QUICK SALE.

Inspected and strongly recommended by the Agents, EDWIN FEAR & WALKER, Winchester. (6773.)

WALTON & LEE

AND

KNIGHT, FRANK & RUTLEY

LONDON AND EDINBURGH.

ON THE BORDERS OF SURREY AND SUSSEX.
28 MILES FROM LONDON.TO BE LET FURNISHED WITH SHOOTING,
or the

MANSION WOULD BE SOLD WITH 120 OR 950 ACRES.

THE MANSION is of Elizabethan design, stands 300ft. above sea level, and is equipped with every modern convenience. There is a suite of well-arranged reception rooms, comprising panelled oak outer and inner halls, library, boudoir, drawing room, dining room, and smoking room, 20 bed and dressing rooms, five bathrooms, and spacious domestic offices. Excellent stabling, motor-house, private laundry, electricity generating station, and several cottages.

The grounds are tastefully laid out with rose and woodland walks, walled-in kitchen garden, PICTURESQUE LAKE OF NINE ACRES WITH WATERFALL AND BOATHOUSE. CHARMING WOODLANDS OF ABOUT 445 ACRES, AFFORDING EXCELLENT PHEASANT SHOOTING. ALSO FIVE CAPITAL FARMS WITH GOOD HOUSES, TWO COUNTRY RESIDENCES, AND NINETEEN COTTAGES.

Photos and full particulars of WALTON & LEE, 10, Mount Street, W.; and KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. (H.S. 2922.)

HALF HOUR FROM TOWN.
NEAR FAMOUS GOLF COURSE.

BUCKS (three miles from a main line station G.W. Ry.).—To be SOLD, a delightful old-fashioned HOUSE in absolutely faultless order throughout and standing on gravel soil in finely timbered grounds of five acres. Accommodation: fine lounge hall for billiard table, central hall, three reception rooms, boudoir, ten bedrooms, three bath-dressing rooms, etc.

Acetylene gas throughout; excellent stabling and garage, coachman's quarters, etc. The pleasure grounds are ornamented by beautiful specimen trees and shrubs, and include two excellent tennis courts, croquet lawn, shrubberies, kitchen garden, etc.

Messrs. WALTON & LEE, 10, Mount Street, W.; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. (H.S. 5199.)



HAMPSHIRE.

Half-a-mile from Station on L. & S.W. Ry.

TO BE SOLD WITH THREE-QUARTERS OF A MILE OF TROUT FISHING.

THIS PICTURESQUE OLD GEORGIAN RESIDENCE, standing in finely timbered grounds. Accommodation: Oak-panelled lounge hall, drawing room, dining room, boudoir, billiard room, sixteen bed and dressing rooms, three baths, and ample domestic offices.

ACETYLENE GAS. UP-TO-DATE DRAINAGE.

STABLING FOR TEN HORSES. GARAGE FOR THREE CARS.

Charming old grounds, including two tennis courts, rose garden, ornamental pond, woodland walks, orchard, grass walks by water garden and enclosure of old pastureland, in all about 36 acres.

HUNTING. GOLF.

Photographs and further particulars of Messrs. WALTON & LEE, 10, Mount Street, W.; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W. (H.S. 5678.)

WALTON & LEE,
AND
KNIGHT, FRANK & RUTLEY.

10, Mount Street, W.
20, Hanover Square, W.
100, Princes Street, Edinburgh.

(For continuation of advertisements see page iii.)

SOUTH DOWNS.
SEVEN MILES FROM
BRIGHTON.CLAYTON HOLT,
SUSSEX.

With about

100 ACRES.

A FREEHOLD RESIDENTIAL PROPERTY, with a beautifully fitted half-timbered Residence, seated on the Downs, commanding lovely views. Panelled hall, four reception rooms, fifteen bedrooms, four bathrooms, servants' hall.

Electric light, central heating; Company's water; telephone installed.

Entrance lodge, garage, stabling, and cottages.

WONDERFUL ROSE GARDENS.

WOODLAND AND PASTURE.

Date of AUCTION, Tuesday, July 20th, at the Estate Auction Room, 20, Hanover Square.



Solicitors: Messrs. WIGAN, CHAMPERNOWNE & PRESCOTT, Norfolk House, Victoria Embankment, W.C.
Auctioneers: Messrs. WALTON & LEE, 10, Mount Street, W.; or Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W.

NEAR EPSOM.



TO BE SOLD, a choice Freehold RESIDENTIAL PROPERTY, including a substantial brick-built Residence, situated in a healthy and bracing position with excellent views over wide stretches of open country. It is approached by a drive with lodge entrance, and contains four reception rooms, billiard room, conservatory, and winter garden, eleven bedrooms, three bathrooms; Company's gas and water laid on; stabling and coach-house cottage, farmery; well-timbered pleasure gardens, shady walks, terraces and lawns, tennis court, croquet lawn and pergolas, in all about three acres.

Further particulars of Messrs. WALTON & LEE, 10, Mount Street, W.; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W. (H.S. 5386.)



TO BE SOLD,

"THE GRANGE," OLD WINDSOR.

Situated a few minutes from the Great Park and the river, whilst most of the principal rooms face south, with beautiful views over the grounds. The House is well-built and the accommodation includes lounge hall, billiard room, six reception rooms, winter garden, 30 bed and dressing rooms, four bathrooms. Company's water. Electric light.

HEATING BY HOT WATER COILS.

Stabling, garage, two cottages. Smaller RESIDENCE. The gardens and grounds are well-timbered. There are tennis and croquet lawns, rose and flower gardens, pergola, productive kitchen garden and meadow land, in all over

20 ACRES.

Full particulars of Messrs. WALTON & LEE, 10, Mount Street, W.; and Messrs. KNIGHT, FRANK & RUTLEY, 20, Hanover Square, London, W.

TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

TELEPHONE: 1942 GERRARD 5 LINES.

TELEPHONE: 146 CENTRAL, EDINBURGH

HAMPTON & SONS.

(For continuation of advertisements see pages viii. and xvii.)

"THE PICK OF THE MARKET."

A NEW BROCHURE illustrating the choicest RESIDENTIAL PROPERTIES FOR SALE AND TO LET, in all parts of the country, the chief suburbs, and the West End. Free on application to, or post free three stamps of HAMPTON & SONS, 3, Cockspur Street, S.W.



AT A SACRIFICIAL PRICE TO CLOSE THE ESTATE.
By order of Executors.

FOR SALE.

AT ABOUT ONE-FOURTH OF COST.
IN A MOST BEAUTIFUL AND HISTORICAL PART OF SURREY.

THIS VERY HANDSOME MODERN RESIDENCE is grandly positioned on a hill with lovely views, in
FINELY TIMBERED PARKLAND OF 72 ACRES.
Lounge hall with oak staircase, four spacious reception and full-sized billiard rooms, sixteen bed and dressing rooms, complete offices.

THREE BATHROOMS. ELECTRIC LIGHT. HEATING BY RADIATORS.

Two lodges. Model farmery. Stabling and garage.

EXQUISITE PLEASURE GROUNDS AND GARDENS.

sloping towards the river, with boathouse, lawns, ornamental water with island, glass, etc. Convenient for golf at Sunningdale.
Personally inspected and strongly recommended by the
Sole Agents, HAMPTON & SONS, 3, Cockspur Street, S.W.

"OAKLANDS," PRINCES ROAD, WIMBLEDON PARK.

A MAGNIFICENTLY APPOINTED FREEHOLD RESIDENCE.
Beautifully situated on a Southern slope, commanding EXTENSIVE VIEWS OVER WIMBLEDON PARK, LAKE, AND GOLF COURSE.



VIEW FROM THE TERRACE.

EVERY MODERN
CONVENIENCE.

CENTRAL HEATING.
ELECTRIC LIGHT.

ELECTRIC PASSENGER
LIFT.

OAK FLOORS AND
PANELLING.

THE WELL-ARRANGED ACCOMMODATION comprises lounge and handsome suit of reception rooms, BILLIARD-MUSIC ROOM 38ft. by 24ft. 6in., Winter garden, six baths, sixteen bedrooms, ground floor offices.
RICHLy TIMBERED GROUNDS OF ABOUT EIGHT ACRES.
RANGE OF GLASS, TWO PADDOCKS, KITCHEN GARDEN.



DINING ROOM.

EXCELLENT GARAGE AND STABLING.

THREE COTTAGES.

TO BE SOLD BY AUCTION, AT THE
MART, E.C., ON TUESDAY, JULY 6TH
(unless previously disposed of).

Solicitors: Messrs. NORTON, ROSE, BARRINGTON
and CO., 57½, Old Broad Street, E.C.

Illustrated particulars of the Auctioneers, 3,
Cockspur Street, S.W., and High Street, Wimbledon
Common.



WINTER GARDEN.



AMIDST CHARACTERISTIC SURROUNDINGS AND PARK.

SUSSEX.

BETWEEN CHICHESTER AND ARUNDEL.

FOR SALE, this choice Freehold RESIDENTIAL PROPERTY.

FINE OLD QUEEN ANNE HOUSE.

Thoroughly modernised in most artistic manner.

Winding drive. Halls, suite of fine reception rooms, boudoir, sixteen bed and dressing rooms, four bathrooms, stabling, coach-house, cottage, booby, etc.
Electric light. Central heating. CHARMING PLEASURE GROUNDS.
Tennis and other lawns, two walled kitchen gardens, etc., and parklands, in all about

49 ACRES.

Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.

TELEPHONE:
37 GERRARD.

Offices: 3, COCKSPUR STREET, PALL MALL, S.W.

BRANCH OFFICE AT
WIMBLEDON.

TELEPHONE NO.
1938 REGENT.

OSBORN & MERCER.

TELEGRAPHIC ADDRESS:
"OVERBID-PICCY, LONDON."

TWO-AND-A-QUARTER HOURS FROM TOWN
G.W. RY. MAIN LINE.

TO BE SOLD, OR WOULD LET, UNFURNISHED.

THIS CHARMINGLY SITUATED RESIDENCE, standing on high ground, overlooking a pretty reach of a river and

COMMANDING FINE VIEWS.

It contains four reception rooms, billiard room, 23 bed and dressing rooms, etc., and is surrounded by beautifully timbered gardens and grounds. It would be sold with

75 OR 100 ACRES.

and, if let,

SHOOTING OVER 1,000 ACRES

would be included in a tenancy.

Personally inspected by Messrs. OSBORN & MERCER.
(7588.)



LAKE OF NEARLY 7 ACRES.

ABOUT AN HOUR SOUTH OF TOWN.

TO BE SOLD, a charming RESIDENTIAL PROPERTY of about
30 ACRES.

The Residence commands

LOVELY AND EXTENSIVE VIEWS,

and contains entrance and large OAK-PANELLED inner hall, four reception, billiard, twelve bedrooms, bathrooms, etc.

ELECTRIC LIGHT.

CHARMING PLEASURE GROUNDS.

THE LAKE AFFORDS BOATING AND TROUT FISHING.

Stabling for seven, gardener's cottage, etc.

Or WOULD BE LET, UNFURNISHED or FURNISHED.

Full details, with photos., of the Agents, Messrs. OSBORN & MERCER. (11,060.)



NORFOLK BROADS.

TO BE LET, Unfurnished, on a long Lease,

THIS DELIGHTFUL GEORGIAN RESIDENCE,

standing high

IN A NICELY TIMBERED PARK,

and thoroughly up to date with electric light and

EVERY MODERN CONVENIENCE.

Outer and inner halls, three large reception rooms, handsome full-sized billiard, ten to twelve bed and dressing rooms, bathroom, excellent offices; conservatory and vineries; prolific walled kitchen garden, fruit and rose gardens.

PICTURESQUE LAKE WELL STOCKED WITH FISH.

GARAGE. STABLING. THREE COTTAGES.

1,300 ACRES OF FIRST-RATE SHOOTING.

Full particulars from a personal inspection of the Agents, OSBORN & MERCER. (7442.)



FOR SALE.

A GREAT BARGAIN.

RESULT OF AUCTION.

SKREENS PARK ESTATE.

NEAR CHELMSFORD.

MESSRS. OSBORN & MERCER beg to announce that they have SOLD Lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 19, 20, 21, 22, 23, 24, 25, as described in their Auction particulars, and have remaining for sale a few cottages and the following Farms:—

		A.	R.	P.
Lot 1. ELMS FARM	.. ..	189	1	32
Lot 2. BULL HATCH FARM	.. ..	113	2	32
Lot 3. ARMSWICK FARM	.. ..	157	0	24

Arrangements can be made to leave two-thirds of the purchase money on mortgage at 4½ per cent.

Vacant possession at Michaelmas.

Full particulars, plans, etc., of Messrs. OSBORN & MERCER, 28B, Albemarle Street, Piccadilly, W.

WILTSHIRE.

IN A FAVOURITE HUNTING CENTRE.

TO BE SOLD.

THIS SUPERIOR OLD STONE-BUILT RESIDENCE, together with PRACTICALLY ANY AREA OF LAND up to

335 ACRES,

nearly all FINE FEEDING PASTURE, BOUNDED BY THE RIVER AVON FOR ABOUT TWO MILES, affording

EXCELLENT TROUT FISHING.

The House occupies an EXCEPTIONALLY FINE POSITION, commanding magnificent views, and is approached by

AN AVENUE OF MAJESTIC ELMS.

Personally inspected by the SOLE AGENTS, Messrs. OSBORN & MERCER.



45 MINUTES' EXPRESS SERVICE FROM LONDON.

MESSRS. OSBORN & MERCER

have received instructions to SELL this charming FREEHOLD RESIDENTIAL PROPERTY, comprising a HANDSOME MANSION, containing a suite of six beautiful reception rooms, 27 bedrooms and dressing rooms, four bathrooms, and extensive domestic offices. Complete installation of ELECTRIC LIGHT, heated by hot water, modern drainage, and good water supply. It is situated in the centre of a

FINELY TIMBERED PARK OF 300 ACRES,

studded with some grand old oaks, elms, cedars, etc., and containing an ornamental LAKE OF 3 ACRES, attractive gardens and grounds well planned with terraces, tennis and croquet lawns, rose gardens, herbaceous borders, etc. THE STABLING in an enclosed paved yard is for eleven horses, with motor garage for three cars, coach-houses, men's rooms, etc.

THE MANSION WOULD BE SOLD WITH THE PARK ONLY, or with the park and Home Farm, together extending to about

575 ACRES.

Illustrated and descriptive particulars of the Agents, Messrs. OSBORN & MERCER, 28B, Albemarle Street, Piccadilly, W.

"ALBEMARLE HOUSE," 28B, ALBEMARLE STREET, PICCADILLY, W.

HAMPTON & SONS.

(For continuation of advertisements see pages vi. and xvii.)

"THE PICK OF THE MARKET."

A NEW BROCHURE illustrating the choicest RESIDENTIAL PROPERTIES FOR SALE AND TO LET, in all parts of the country, the chief suburbs, and the West End. Free on application to, or post free three stamps of HAMPTON & SONS, 3, Cockspur Street, S.W.



IN A LOVELY SITUATION NEAR NEW FOREST AND SOLENT.

Amidst beautiful sylvan surroundings.

THREE MILES FROM LYMINGTON.

TO LET. Unfurnished, this fine old-fashioned COUNTRY RESIDENCE, recently overhauled and now in first-class order. A long carriage drive leads to the House, which contains

Sixteen bed and dressing rooms, four reception rooms, and hall, four bathrooms, compact domestic offices. Stabling for five, and two motor-houses, man's rooms.

LOVELY OLD GARDENS.

finely timbered and shrubbed, lawns, walled garden, parkland, etc., in all about 30 acres. Shooting and home farm if required.

INSPECTED AND STRONGLY RECOMMENDED by HAMPTON & SONS, 3, Cockspur Street, S.W.



THIS PROPERTY IS SPECIALLY RECOMMENDED BY THE AGENTS.

SURREY.

IN A MAGNIFICENT POSITION.

THIS QUITE EXCEPTIONAL ELIZABETHAN-STYLE RESIDENCE to be LET, Unfurnished, or SOLD. It occupies one of the most charming positions in the county, 350ft. up, has glorious views, and is deeply seated in its beautifully disposed grounds of

20 ACRES.

Vestibule 16ft. square, hall 30ft. by 20ft. with gallery and tapestry walls, three reception and billiard rooms, winter garden, about fourteen bedrooms, two baths and offices. Stabling, garage and man's accommodation. Cottage.

of a most attractive character, walled kitchen garden, glass, etc. Station one mile. Near golf.

Full particulars of HAMPTON & SONS, 3, Cockspur Street, S.W.



GOLF IN DISTRICT. RACING AT GATWICK.
HUNTING WITH SEVERAL PACKS.

"WAVERTREE," HORLEY, SURREY.

Half-a-mile from Horley Station, L.B. & S.C. Ry., one hour from Town.

CHOICE FREEHOLD RESIDENCE, built by vendor few years ago for his own occupation regardless of cost, and occupying a quiet and pleasant position on outskirts of the town. Carriage drive. Eleven bed and dressing rooms, three bathrooms, two staircases, spacious lounge hall, three reception rooms, FINE BILLIARD ROOM, ample offices.

COMPANY'S GAS AND WATER. MAIN DRAINAGE.

Motor garage with pit. Beautiful pleasure grounds, kitchen garden and orchard, in all about four-and-a-quarter acres.

To be SOLD by AUCTION, at The Mart, E.C., July 27th (unless previously disposed of).

Illustrated particulars of Auctioneers, 3, Cockspur Street, S.W.



By order of Trustees of the late James Jenkins, Esq.
In beautiful district, close to Ascot and Windsor.

"BROCKHILL COTTAGE," WARFIELD, NEAR BRACKNELL.

Occupying a perfectly rural and secluded position.

COMFORTABLE OLD-FASHIONED HOUSE, approached by carriage drive. Thirteen bed and dressing rooms, two staircases, two spacious reception rooms, square hall and ample offices. Stabling for five, cottage and farmery.

LOVELY OLD PLEASURE GROUNDS

and grassland of nearly seven acres.

Also an excellent building site of nearly five acres.

TO BE SOLD BY AUCTION (in two lots), at The Mart, E.C., July 27th (unless previously disposed of).

Solicitors: Messrs. CRAWLEY, ARNOLD & CO., 1, Dean's Yard, Westminster, S.W. Illustrated particulars of Auctioneers, 3, Cockspur Street, S.W.



RENT £110 PER ANNUM, OR WITH COTTAGE, £117.

PRICE £2,500.

SUSSEX.

Amidst lovely country, close to a pretty village.

TO BE SOLD OR LET, UNFURNISHED, this attractive little PROPERTY, situate in grounds and park-like meadowland of about FIFTEEN-AND-A-HALF ACRES.

Carriage drive; hall, four reception rooms, ten bed and dressing rooms, bath-room, usual offices.

STABLING FOR FOUR, GARAGE OR COACH-HOUSE, and room for man. Tennis and other lawns, walled kitchen garden, greenhouse, etc. Cottage and farm-buildings.—Full details of the Agents, HAMPTON & SONS, 3, Cockspur Street, S.W.



HANTS AND SURREY BORDERS.

A delightful part of the Pine Country.

TO BE SOLD, this charming modern HOUSE, approached by carriage drive, and containing fourteen bed and dressing rooms, two baths, principal and secondary staircases, four reception rooms, FINE WINTER GARDEN, ample offices. ELECTRIC LIGHT. CENTRAL HEATING.

Stabling and Garage. Cottages for Coachman and Gardener.

LOVELY PLEASURE GROUNDS, GRASS AND WOODLAND,

including lake of over eight acres, affording Boating and Fishing, in all ABOUT

33 ACRES.

Full particulars of the Agents, Messrs. SADLER & BAKER, Camberley, Surrey, or HAMPTON & SONS, 3, Cockspur Street, London, S.W.

TELEPHONE:
37 GERARD.

Offices: 3, COCKSPUR STREET, PALL MALL, S.W.

BRANCH OFFICE AT
WIMBLEDON.

TELEGRAMS: "MILLARESTA
(CHARLES), LONDON."
TELEPHONE: 672 REGENT.
LAND & ESTATE AGENTS.

MILLAR, SON & CO.,

46, Pall Mall, S.W.

ESTABLISHED 1803.
AUCTIONEERS & VALUERS.



A BEAUTIFUL OLD-WORLD HOME.

G.W. RY. (half-an-hour by express trains from LONDON).—This splendid example of Early English Architecture contains Tudor dining room, fine hall with gallery, billiard and drawing rooms, seventeen bed and dressing rooms, three bathrooms, etc.
GROUPS OF NINE ACRES (more land if required). Immediate sale desired. Greatly reduced price.
FURNITURE could be purchased.
MILLARS, 46, Pall Mall, S.W. (12,468.)

HUNTING, FISHING AND SHOOTING.



YORKS (favourite residential and sporting district).—Charming little ESTATE of 250 ACRES, beautifully situated and including pretty old-fashioned stone-built Residence, containing fourteen bedrooms, three bathrooms, billiard and five reception rooms; stabling, garage and cottages. In first rate order throughout, and replete with all modern conveniences.
THREE MILES FIRST RATE TROUT FISHING.
SHOOTING OVER 4,000 ACRES (OR MORE) can be had.—Photos. and full details of MILLARS, 46, Pall Mall, S.W. (13,323.)

750 FT. UP. VAST VIEWS. S.E. AND S.W. ASPECTS.
Seventeen miles from London. Station one mile.



ARCHITECT'S OWN HOUSE: ten bedrooms, two dressing rooms, two baths, three reception rooms, billiard room, lounge hall; stable, garage, chauffeur's rooms, gardener's cottage.
EXQUISITE BUT INEXPENSIVE GARDENS. kitchen garden, paddock. **SIX ACRES** (or less if required). Company's water, modern sanitation, gas, central heating. **FREEHOLD £4,950.** Payment by instalments arranged. —Strongly recommended by MILLARS, 46, Pall Mall, S.W. (13,205.)

ON THE CHILTERN. 630 FT. UP.
Three-quarters of an hour of Town.



THIS CHARMING RESIDENCE, dating from XVIII Century, for SALE; fine galleried hall 58 ft. by 25 ft., four reception, ten bedrooms, three baths, garage; cottage.
SIXTEEN ACRES.
DELIGHTFUL GARDENS AND GROUNDS. Company's water; petrol gas; every convenience; golf. —Price and full details of MILLAR, SON & CO., 46, Pall Mall, S.W. (13,154.)



GENUINE XVIII CENTURY RESIDENCE.
SURREY (under one hour of London).—This charming RESIDENCE in perfect order throughout is full of FINE OLD OAK BEAMS, OAK-PANELED ROOMS, OAK STAIRCASE, LEAD-LIGHT WINDOWS, OPEN STONE FIREPLACES, NAILED OAK DOORS, etc. It contains seven bedrooms, bathroom, two large reception rooms, lounge hall.
High situation, dry soil, Company's water. The grounds of four acres are exceptionally beautiful with old-world flower gardens, flagged terraces, yew hedges, lily pond, with old lead fountain, water garden, etc.; garage, farmery, and four cottages. The House contains a rare collection of genuine antique furniture, rugs, and pewter which will be included in the Sale.—Full particulars and photographs of MILLARS, 46, Pall Mall, S.W. (13,310.)



BEAUTIFUL REPLICA EARLY TUDOR RESIDENCE.
SUSSEX (in the heart of the country, but within easy reach of several large towns).—Contained a wealth of PONDEROUS OAK BEAMS, etc. Accommodation: Hall with gallery, three reception rooms, nine bedrooms, bathroom, etc. Stabling, garage, entrance lodge, and laundry. Charming grounds and well-timbered grassland of ABOUT 40 ACRES.—Full details and photos. of MILLARS, 46, Pall Mall, S.W. (13,371.)

Telephone:
7010 Mayfair.

WINKWORTH & CO.,

ESTATE AGENTS, 12 and 48, CURZON STREET, MAYFAIR, W.



HEREFORDSHIRE.—A MANOR HOUSE of the WILLIAM AND MARY PERIOD in perfect order, fitted with modern improvements, including HEATING and ELECTRIC LIGHT, and containing some very beautiful and unique old fittings, PANELLING, plaster-work, etc.
Very large lounge hall (see photo.), three reception rooms, thirteen bed and dressing rooms, two bathrooms, and offices. Garage, stabling, cottages, charming old grounds with cut grass and box hedges, kitchen garden and grassland.
Inspected and recommended by the Sole Agents, Messrs. WINKWORTH & Co., 12 and 48, Curzon Street, Mayfair, London, W.

BERKS.

VERY FAVOURITE DISTRICT, NEAR SEVERAL GOLF LINKS, TWO-AND-A-HALF MILES FROM STATION.

One of the highest positions in the district, commanding charming views.

TO BE LET, UNFURNISHED, ON LEASE.
OR SOLD AT A LOW PRICE.

OLD-FASHIONED COUNTRY HOUSE

of large lounge hall, three reception rooms, winter garden, thirteen bedrooms, and offices; together with STABLING, FARM-BUILDINGS, COTTAGES.

BEAUTIFUL OLD GROUNDS.

orchard, kitchen garden, and heavily timbered park-like lands.

IN ALL ABOUT 43 ACRES.

AND EITHER MORE OR LESS LAND CAN BE HAD.

Sole Agents, WINKWORTH & Co., 12 and 48, Curzon Street, Mayfair, London, W.



VERY HIGH GROUND, GRAND PANORAMIC VIEWS.

SUSSEX HIGHLANDS (adjoining a delightful common; sandstone subsoil; south aspect; electric light; central heating).—For SALE, the above very attractive

COUNTRY HOUSE

(large lounge hall, four reception rooms, fourteen to seventeen bedrooms, and two bathrooms) with stabling; beautiful grounds, woodland with delightful walks, kitchen garden, grassland, etc.; in all about

39 ACRES.

Inspected and recommended by WINKWORTH & Co., 12 and 48, Curzon Street, Mayfair, London, W.



"SWANTON HOUSE," near Melton Constable, Norfolk.—To be LET on Lease, Unfurnished, this charming Residence, containing two entrance halls, dining room, drawing room, boudoir, large library or billiard room, spacious kitchen, larder, and usual servants' offices, ten principal bed and dressing rooms, bathroom (h. and c.), and w.c.'s; petrol air gas laid on throughout; stabling for five horses, garage and coach-house; ten lawns, good kitchen garden with glasshouses and ornamental pleasure grounds.—For further particulars, apply to R. OWEN GODDARD, Estate Agent, Melton Constable Park, Norfolk.



THE HOUSE is full of oak, with fine oak beams and timbers, chimney corners and other quaint features. Charming lounge hall, two reception rooms, five principal bedrooms, dressing room, bathroom (h. and c.), two attic bedrooms; modern stabling for three, motor garage, two-roomed bungalow and other outbuildings; productive gardens, tennis lawn, excellent meadowland. Possession on completion. To be SOLD by AUCTION by order of the Public Trustee early in August.—Photos. and full particulars of the Auctioneers, GEERING & COLYER, Ashford, Kent, and Rye, Sussex.



ISLE OF WIGHT, SHANKLIN.—Modern HOUSE to be SOLD for £1,551, fitted with electric light; good land and sea views; large lawn and kitchen garden; 10 bedrooms, dressing room, bath (h. and c.), three reception rooms with offices, two glasshouses.—Apply OWNER, Sherwood Lodge.

TELEPHONE NOS.
GERRARD 8550
" 8551

MABBETT & EDGE,

127, MOUNT STREET, GROSVENOR SQUARE, LONDON.

TELEGRAMS:
"MABEDGES, LONDON."

SURREY.—Cost £15,000. Price asked £6,000.—A charming HOUSE, with fourteen to seventeen bed and dressing, two bath, billiard and three or four reception rooms, etc.; Co.'s gas and water, and telephone; ample STABLES AND GARAGE; delightful gardens and parklands, in all nearly 50 ACRES.—Agents, MABBETT and EDGE, as above. (12,228.)

BETWEEN KIDDERMINSTER AND WORCESTER.—and within two miles from station.—To be LET. Unfurnished, with or without 2,000 ACRES OF SHOOTING, a charming old HOUSE (five reception, billiard, bath and fifteen bed and dressing rooms, etc.); ample stabling, garage, farmery, and well laid-out grounds. Grassland and cottages if wanted.—Full particulars from Messrs. MABBETT & EDGE, as above.

DEVONSHIRE.

IN A HIGH AND HEALTHY PART.

ABOUT 1,200 ACRES in a ring fence, affording good shooting, LET to a substantial tenantry, and carrying the nice old

MANOR HOUSE,

as here shown; containing about ten bedrooms, etc.

PRICE £15 PER ACRE.

Agents, MABBETT & EDGE, as above. (10,544.)



REDUCED PRICE TO EFFECT QUICK SALE.

Occupying a glorious situation amidst exquisite scenery and within 40 minutes of Town.

THIS HOUSE, containing twelve bed, two bath, billiard and four reception rooms.

GARAGE, LODGE, STABLES, AND
DELIGHTFUL GARDENS.

MORTGAGE ARRANGED IF WISHED.

MABBETT & EDGE, as above. (11,885.)

EXECUTOR'S SALE.—NEAR FARNHAM.—A well-arranged HOUSE, occupying a beautiful situation, with fine views, close to fine links, and generally most conveniently positioned. There are charming gardens, good stables and three cottages.—Price, etc., from MABBETT & EDGE, as above. (12,810.)

YORKSHIRE.—Three miles of TROUT FISHING and capital SHOOTING AND HUNTING.—To be SOLD, a compact ESTATE of about 1,400 ACRES, producing a SOUND RENT ROLL, and carrying a very nice moderate-size RESIDENCE, with about eighteen bedrooms, etc.—SOLE AGENTS, MABBETT & EDGE.

LEATHERHEAD, NEAR (facing a lovely Common).—TO BE SOLD, with either 7 or 45 acres, a pretty HOUSE, with fifteen bed and dressing, two bath, billiard and four reception rooms; gas, water, and electric light; stabling, garage, cottages, farmery, and beautifully timbered gardens. Times price.—MABBETT & EDGE. (6605.)

MESSRS. W. HUGHES & SON, ESTATE AGENTS, 38, COLLEGE GREEN, BRISTOL.

ESTABLISHED 1832. PROFUSELY ILLUSTRATED REGISTER (NEW EDITION) OF ESTATES AND HOUSES IN THE WEST OF ENGLAND AND WALES FORWARDED ON RECEIPT OF THREE STAMPS.

MINIATURE ESTATE OF 135 ACRES.



SOMERSET (on the glorious Mendip Hills).—Unique little woodland ESTATE, with an attractive two-story House, 400ft. up, approached by a long winding drive, and commanding magnificent views, including the Bristol Channel and distant hills. Lounge hall, double drawing room, dining room, full-sized billiard room, eight bedrooms, bath, etc.; modern cottage, stabling; tennis lawn, fine rock gardens, pasture, down land and extensive woods; Co.'s water, electric light available. For SALE at once Privately, or by AUCTION (in two lots), next month.—Full details from HUGHES & SON, Bristol.

£120 PER ANNUM.

NORTH DEVON.—SPORTING PROPERTY, 600ft. up, in romantic scenery, a few miles from the sea. Unfurnished House, with large hall with oak floor, large wainscotted drawing and dining rooms with oak floors, morning room, oak and second staircases, twelve bed and dressing rooms, bath, servants' hall, etc.; stabling, cottage; tennis lawn, grounds and pastureland, in all about eight acres. Shooting over 700 acres (100 acres covert). Over three miles of trout fishing. Hunting and golf.—Details from HUGHES & SON, Bristol.

NEAR BRISTOL AND BATH.



GLOUCESTERSHIRE (near a pretty village).—Well Furnished COUNTRY HOUSE, in beautiful old grounds, approached by a shady drive. Lounge hall, four reception rooms, seven bedrooms, bath, etc.; stabling; tennis lawn, and well-stocked gardens. Golf. Rent only 6 guineas per week.—Recommended by HUGHES & SON, Bristol.

FAVOURITE BLANDFORD DISTRICT.



DORSET.—Above fine old XVIIth Century HOUSE, five reception rooms, fourteen bed and dressing rooms; electric light; approached by a drive, with stabling, cottages, and grounds of four acres. Co.'s water. Price, £1,700.—Details from HUGHES & SON, Bristol.

WILSON & GRAY. LONDON and YEOVIL.

Estate Offices: 14, MOUNT STREET, GROSVENOR SQUARE, W.,
AND 20, Princes Street, Yeovil (Western Counties Branch).

Telephone Nos.: MAYFAIR 5701 and 5702; YEOVIL 43.

Telegrams: "WILSOGRA, AUDLEY, LONDON," and "WILSOGRA, YEOVIL."

THE OLDEST ESTABLISHED AND PRINCIPAL AGENCY FOR TUDOR, ELIZABETHAN AND OLD-FASHIONED PROPERTIES

of interest for SALE or for LETTING, Furnished or Unfurnished, where owners with applicants can obtain expert and reliable information and advice.

Enquiries to 14, Mount Street, W., or 20, Princes Street, Yeovil.

HIGH PART OF HANTS. between Newbury and Andover. Gravel soil. South aspect.

£3,150 FREEHOLD. **FOR SALE.** a singularly attractive ESTATE, including a SMALL JACOBÆAN

MANOR HOUSE, containing large hall, three reception rooms, six bed and dressing rooms, bathroom; stabling for three, garage; charming gardens with tennis and croquet lawns. Agents, WILSON & GRAY, 14, Mount Street, London, W.

SUSSEX.

Perfectly rural part between Haywards Heath and Brighton. High position. South aspect.



FOR SALE WITH 40 ACRES.

GENUINE OLD BLACK-AND-WHITE HOUSE, with Horsham slab roof, quarter-mile back from the road with lovely views; paneled hall 23ft. by 16ft., three reception rooms, eight bed and dressing rooms, two bathrooms, servants' hall.

SUPERB OLD OAK BEAMS.

Stabling for four, garage, lodge; beautiful old gardens with ornamental water.—Agents, WILSON & GRAY, 14, Mount Street, London, W.

SHROPSHIRE.

In a favourite part; 500ft. above sea level, with grand views.

£300 PER ANNUM, UNFURNISHED.

A FINE OLD STONE-BUILT CASTLE AND 1,200 ACRES SHOOTING: thirteen bedrooms, two bathrooms, lounge hall, four reception rooms; acetylene gas, radiators; stabling for five, three cottages; delightful grounds of about fifteen acres. Fishing.—Agents, WILSON & GRAY, 14, Mount Street, London, W., and Yeovil.

IN BEAUTIFUL OLD-WORLD SOMERSET VILLAGE, south slope Quantocks.—To LET, picturesque HOUSE; neighbourhood Exmoor Hunt; south aspect, perfect sanitation, district water laid on, first-class plumbing and hot water supply; three large reception rooms and small sitting hall, level kitchen, roomy offices, with nine bedrooms, one dressing room, bathroom, housemaid's pantry, w.c. on first floor; commodious stabling, men's rooms, old garden well stocked. Rent £60.—Apply P. HARTLAND THOMAS, 24, Nicholas Street, Bristol.

ARCHITECTURAL DEPARTMENT.

WILSON & GRAY have now transferred their above Department to

NO. 56, BROOK STREET,
GROSVENOR SQUARE, W.
Telephone: Mayfair 1321.

The renovation, restoration, enlargement, etc., to old-world Properties, together with the reproduction of same are a few of the special features dealt with, and all enquiries respecting such matters should now be addressed as above

SUSSEX.

Perfectly rural spot, about an hour from London.



FOR SALE, AT A MODERATE PRICE, a BEAUTIFUL REPLICA OF A TUDOR HOUSE, built entirely of old materials about nine years ago, in a picked position, 400ft. above sea level, facing south, with magnificent views; long carriage drive with lodge; fine hall and reception rooms, seven bedrooms, bathroom, ample offices; delightful gardens and parklands of 66 acres. Inspected and recommended.—Sole Agents, WILSON & GRAY, 14, Mount Street, W.

WORCESTERSHIRE: amidst beautiful surroundings, in a first-rate sporting part.



FOR SALE, OR TO LET, FURNISHED. PERFECT SPORTING AND RESIDENTIAL ESTATE of nearly 360 acres, including fine old House, beautifully placed in grandly timbered park; 24 bedrooms, four bathrooms, large hall, five reception rooms; stabling for ten, large garage; electric light, central heating; superb gardens, ornamental water, etc.; model farmery, cottages, etc.—Inspected and recommended by the Sole Agents, WILSON & GRAY, 14, Mount Street, London, W.

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FURNISHED for long or short period. A DELIGHTFUL HOME complete in every respect, and in a remarkably fine, open, healthy position. A large and beautiful park with lake, extensive woodlands and grounds of a very high order surround the House, which enjoys perfect seclusion, and an exceptionally rural outlook. Fine suite of reception and billiard rooms, about fifteen bed and dressing and three bathrooms; electric light, radiators, telephone, modern sanitation; two lodges, garage, stabling, etc.; productive gardens and glasshouses. Produce from home farm. SEVERAL GOLF COURSES NEAR. An ideal retreat. Owner at the war.—CURTIS & HENSON.

A PROPERTY THAT HAS ALWAYS BEEN WELL MAINTAINED IN EVERY RESPECT.



GUILDFORD.—ONE MILE STATION, NEAR GOLF. VERY QUIET RETIRED SITUATION. AN EXCEPTIONALLY WELL-BUILT RESIDENCE containing four spacious reception, eight or more bedrooms, bath, etc. ELECTRIC LIGHT, CO.'S WATER. Most beautiful grounds, well stocked and finely timbered, tennis lawn, rosery, old-world flower garden, orchard, etc. TWO-AND-A-HALF ACRES. FOR SALE. Personally inspected and very strongly recommended.—Sole Agents, CURTIS & HENSON.

2 HOURS AND 10 MINUTES FROM PADDINGTON.
TO LET, FURNISHED.

WITH SHOOTING
OVER 2,800 ACRES.

GAME BAG OF
4,000 HEAD.

PRIVATE ROMAN
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CAN BE INCLUDED
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EXCELLENT
SOCIAL DISTRICT.



MALVERN.—TWIXT HILLS AND SEVERN.—DELIGHTFUL COUNTRY, hunted by the CROOME. It enjoys a most delightful situation in the centre of an EXTENSIVELY WOODED PARK through which it is reached by two drives, one nearly two miles in length. There is a NOBLE HALL about 40ft. square, splendid suite of five entertaining rooms, very large BILLIARD ROOM, and about 30 bedrooms. Gas laid on. THE GROUNDS are of considerable beauty, and include Italian garden, wide-spreading lawns, trout pool affording fishing, etc. STABLING. COTTAGES for men. Gravel soil. Personally inspected and highly recommended.—Sole Agents, CURTIS & HENSON.

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GEORGIAN RESIDENCE.

IN PERFECT ORDER, with ELECTRIC LIGHT and modern conveniences.

FURNISHED, OR FOR SALE.

Sitting hall, billiard, four reception, 20 bed, and two bathrooms.

VERY FINELY TIMBERED GROUNDS.

SHOOTING over 500 ACRES.

MUCH REDUCED TERMS.—CURTIS & HENSON.

COTSWOLDS. (700FT. ABOVE SEA, GLORIOUS POSITION).—STONE-BUILT HOUSE, erected for late owner's occupation.

Sitting hall, three reception, boudoir, ten bed and dressing, two baths, servants' hall. Stabling, garage, cottage. Tennis and croquet lawns, alpine garden, kitchen garden, greenhouse, paddock, in all seven acres.

ELECTRIC LIGHT. TELEPHONE.

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AMIDST BEAUTIFULLY WOODED COUNTRY.
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DATING FROM 1200.—This most interesting RESIDENCE, delightfully situated in a GRAND OLD PARK OF 500 ACRES, and containing some 20 bedrooms, etc. Every modern convenience, including ELECTRIC LIGHT, several bathrooms; garage and stabling with men's rooms adjoining. CHARMING PLEASURE GROUNDS with three large lawns, terraces, kitchen garden, beautiful yew hedge, etc. Near TIDAL RIVER. EIGHTEEN-HOLE GOLF. SHOOTING. Personally inspected and confidently recommended.—CURTIS & HENSON.

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The gardens, etc., are well laid-out and stocked with ample supply of flowers and produce for House. Lawns well kept, including tennis and croquet. The whole amounting to about

RECOMMENDED.—Further particulars of this and other Properties, Furnished and Unfurnished, to be obtained of the Agents, ROBINSON, WILLIAMS & BURNANDS, 89, Mount Street, W. (2419.)

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FURNISHED.
NEVER BEFORE LET.
CHARMING ELIZABETHAN RESIDENCE.
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GOOD SOCIAL DISTRICT, WITH LOVELY
SURROUNDINGS.
700FT. UP.
Twelve-sixteen bedrooms. | Five reception rooms.
One-two bathrooms. | Stabling.
Garage with rooms.
GOOD DRAINAGE. AMPLE WATER.

SEVENTEEN ACRES.



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Instructed by the Exors. of the late Abraham Hodder, Esq. IMPORTANT AND INTERESTING SALE OF FAMOUS STONE QUARRYING LAND AND OTHER PROPERTY IN THE

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E. J. CASTIGLIONE, SONS & SCOTT WILL SELL BY AUCTION, in the JUBILEE HALL, EASTON SQUARE, PORTLAND, on TUESDAY, July 13th, at 2 o'clock prompt, 30 Lots of QUARRYING, AGRICULTURAL and BUILDING LAND, TWO FREEHOLD RESIDENCES, COTTAGES, STABLING, etc. The quarrying land yields the two most famous kinds of stone produced in England. Whitbed and Basebed of very fine quality, and for which there is a great demand at constantly increasing prices. WESTON HOUSE is large, and suitable for a School or Institution. The OLD LIGHTHOUSE, which has been converted into a modern Marine Residence, is in a delightful and ideal situation. It commands magnificent marine and inland views.—Illustrated particulars can be had from the Auctioneers, Solicitors: Messrs. ANDREWS, SON and HUNTABLE, Dorchester. Auctioneers: E. J. CASTIGLIONE, SONS & SCOTT, 32, South Castle Street, Edinburgh, and The County Estate Offices, Carlisle.



VIEW OF OLD LOWER LIGHTHOUSE, NOW A CHARMING SUMMER RESIDENCE.

EDINBURGH.

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VIEW OF WESTON HOUSE.

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LONG FRONTAGE TO A FAVOURITE REACH.

TO BE LET, FURNISHED or UNFURNISHED (or might be sold), this EXCEEDINGLY ATTRACTIVE RESIDENCE, beautifully decorated and UP TO DATE IN EVERY WAY, including

ELECTRIC LIGHTING, CENTRAL HEATING, TELEPHONE, ETC.

It contains:—

Fine paneled entrance hall

23ft. 9in. by 23ft. 6in.

Drawing room

26ft. 6in. by 17ft. 6in.

Morning room.

Twelve bed and dressing

rooms.

Two bathrooms.

Housekeeper's room,

and servants' hall, etc.

COMPANY'S WATER.

EXCELLENT STABLING.

Delightful pleasure grounds shaded by well-grown forest trees, wide-spreading lawns for tennis and croquet, kitchen garden, boathouse, etc.

Very highly recommended by the Agents, Messrs. GIDDY and GIDDY, 11a, Regent Street, S.W., and Windsor.



PERFECTLY UNIQUE WEEK-END RETREAT TO BE SOLD A BARGAIN.



BETWEEN REIGATE AND DORKING.

TO BE SOLD.

This delightful

EARLY ENGLISH RESIDENCE.

built entirely of old materials, original tiles, with

GENUINE OLD OAK PANELLING, BEAMS, DOORS, etc.,

and surrounded by

REMARKABLY ATTRACTIVE GROUNDS UNIQUE FOR THEIR GREAT BEAUTY.

with stone-flagged terraces and paths, water garden and rockeries, lovely herbaceous borders, tennis and croquet lawns, orchard, etc. The House contains entrance hall, two reception rooms, seven bedrooms, luxuriously fitted bathroom, etc.; garage and rooms over; two cottages in all about

FOUR ACRES.

FOR SALE WITH THE WHOLE OF THE INTERESTING OLD OAK FURNITURE AND ANTIQUES OF THE PERIOD, INCLUDING RARE COLLECTION OF PEWTER.

HIGHLY RECOMMENDED by the Agents, Messrs. GIDDY & GIDDY, 11a, Regent Street, S.W., where series of views can be seen.



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ON THE FAMOUS GOLF LINKS AT SUNNINGDALE; ONE OF THE CHOICEST POSITIONS, WITH BEAUTIFUL VIEWS over the Links and Chobham Ridge; five minutes' walk from Sunningdale Station.—The excellent modern

RESIDENCE.

known as "Sandhills" (depicted above), containing paneled hall, three reception rooms, eight bed and dressing rooms, bathroom and good offices; pretty grounds with lawns, flower and kitchen gardens, stone loggia, etc.; good site for garage. With possession. For SALE by AUCTION at The Mart, E.C., on July 28th next (unless previously disposed of).—Full particulars of the Auctioneers, Messrs. GIDDY & GIDDY, 11a, Regent Street, S.W., and Sunningdale.

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WILTS. STEEPLE ASHTON.—Detached COUNTRY RESIDENCE: four reception rooms, seven bed and dressing rooms, bath; garage; two acres Rent, Furnished, £150 per annum.

BATH (two miles from station).—Detached RESIDENCE: five reception rooms, fourteen bed and dressing rooms, bath (h. and c.), principal and secondary staircases; grounds one-and-a-quarter acres; coach-house and stable. Freehold. Ground rent £10. Price £3,300.

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SALE, with vacant possession on completion of Purchase, by direction of the Owner, J. M. Davis, Esq., who is leaving the district.—BREDON, WORCESTERSHIRE (near Bredon Station, on Midland Ry. main line from Bristol to Birmingham, three miles from Tewkesbury, and with easy distances of Malvern, Cheltenham, Gloucester and Worcester).

MOORE & SONS will SELL by AUCTION, on Wednesday, June 30th, 1915, at Swan Hotel, Tewkesbury, at 4 p.m., the charming Freehold and Title Free small Residential Property, "Holly Bank," comprising substantially built Residence of attractive appearance; two reception and seven bed and dressing rooms, bathroom (h. and c.), excellent offices; with motor garage, stabling, and other out-buildings; pleasure, fruit and vegetable gardens, and pasture orchard, in all 1a. 2r. 11p.; parish church and post, telegraph, and telephone offices close at hand. Fishing and boating in River Avon.—Particulars, with photographs, of Mr. N. G. MOORE, Solicitor; or of the Auctioneers, all of Tewkesbury.

WILTS.—Cheap Freehold AGRICULTURAL AND SPORTING ESTATE of about 1,100 acres, with gentleman's Residence if desired. Possession Michaelmas next.—WHITAKER & RANSON, Southampton.

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CHARMING MODERN RESIDENCE.

In the Early English style.

30 MINUTES OF TOWN.

Situated in a picturesque rural village, 400ft. up, in old-world grounds, and containing:—

Two reception rooms, billiard room, seven bedrooms, bathroom, and usual offices.

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TWO ACRES.

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40 MINUTES TOWN.
OLD QUEEN ANNE RESIDENCE.
TO BE LET, FURNISHED OR UNFURNISHED.



Contains lounge hall, large billiard, dining room, drawing room, boudoir, study, eleven to twelve bedrooms, two bathrooms, good offices; stabling; two cottages.
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PICTURESQUE WELL-BUILT RESIDENCE in a picked woodland spot, about 450ft. up, enjoying lovely views. Carriage drive about 150 yards, with LODGE ENTRANCE.



NINE BEDROOMS. THREE RECEPTION. GARAGE. BATHROOM. STABLING FOUR. COTTAGE. ACETYLENE GAS. RADIATORS. GOOD WATER SUPPLY.

LOVELY GARDEN with yew hedges and terraces, tennis and croquet lawns, good kitchen gardens, three large paddocks and two woods, in all about fifteen acres.
MODERATE PRICE FOR A QUICK SALE.
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THIS WONDERFULLY BEAUTIFUL SPECIMEN OF ONE OF OUR ORIGINAL ELIZABETHAN HOMES.
POSSESSED OF ALL THE DELIGHTFUL ATTRIBUTES OF THE PERIOD



In its
OAK PANELLLED INTERIOR AND
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ONE OF OUR MOST FAVOURED GEMS OF MODERATE SIZE,

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ON HIGH GROUND.

This attractive old
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in excellent repair, surrounded by fine old matured ground studded with big forest timber, opening on to the thicket.

3 reception. | Bathroom. | Stabling 3.
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TWO COTTAGES; Company's water, modern drainage; three tennis courts, vegetable and flower gardens (one walled) in all about SIX ACRES. NOMINAL RENT, UNFURNISHED, with a small premium.

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1,100 ACRES SHOOTING.

TWO MILES TROUT AND SALMON WATER.

OLD STONE-BUILT MANSION, facing south, on boldly undulating park with carriage drive; seventeen bed, bath, four reception rooms, billiard room, good offices; stabling, etc., three cottages. Hot-water heating. Acetylene gas. Gravel soil.

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Lounge hall.
Four reception.
Billiard room.
Sixteen bed and dressing rooms.

STABLING FOR SEVEN. COTTAGE.

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BROADSTONE GOLF LINKS.

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HIGH, BRACING POSITION.

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Lounge hall, three reception, eight bedrooms.

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FINE OLD JACOBAN HOUSE with oak-panelled rooms and mullioned windows; four reception and fifteen bedrooms, three bathrooms, good offices; extensive stabling, two cottages; charming old grounds and three paddocks, in all seventeen acres. Rent £262. Close to village; two miles from main line station.—SCOTT FITCHER, Estate Agent, Haywards Heath.

RESIDENTIAL FARM, NEAR SEVENOAKS, offering beautiful and well-timbered Sites for good Residence. £4,000 for nearly 100 acres with substantial farmhouse and extensive buildings. Larger area if desired. Two miles from main line station, 28 from London; away from motor traffic.—SCOTT FITCHER, Estate Agent, Haywards Heath, Sussex.

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Estate of Wm. Davy, Esq., decd.
IN THE WEST OF ENGLAND.
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A choice Freehold Residence, situate in this exceedingly healthy part of England.

J. H. PALMER & SONS will SELL by AUCTION, at Bank Chambers, Burnham, Somerset, on Thursday, July 1st, 1915, at 3 p.m., a FAMILY RESIDENCE, enjoying seclusion and far-reaching views of the Bristol Channel, with the Quantock Hills in the distance, and standing between the far-famed Burnham Golf Links. The entire Property, comprising an area of about four acres, a large portion of which consists of well laid-out lawns, productive fruit and vegetable gardens, and the western portion is bounded by the sea shore. The Residence contains four reception rooms, five principal and five secondary bedrooms, two bathrooms, etc. There are two greenhouses, conservatory 60ft. long protecting west front of House, coach-house adaptable as double motor-house, etc.—Plans, photographs, particulars and conditions of Sale and any further information can be obtained from the Auctioneers at Burnham or Weston-super-Mare, Somerset; or from Messrs. MACDONALD & LONGRIGG, Solicitors, Bath.

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IN one of the beauty spots of the Cotswolds; this unique property with delightful stone-built house with three reception rooms, ten bed and dressing rooms, bathroom.

EXCELLENT STABLING FOR SEVEN.

Beautiful terraced grounds with tennis and croquet lawns, kitchen gardens, paddock, shrubbery, etc., in all some seven acres; two cottages. (C 132.)



800FT. ABOVE SEA.

TO BE SOLD (or would be LET), above PROPERTY, beautifully situated on the Cotswolds, and commanding magnificent views; three reception rooms, ten bedrooms, bath, hall, floor offices; garage or stable; and

DELIGHTFUL GROUNDS OF FOUR ACRES.

Within two-and-a-half miles of Cheltenham with its unrivalled educational advantages. (4130-2.)

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Two useful Farms, 260 and 208 acres.
HERTS (3 miles from St. Albans, 4 from Hatfield, 1-hour London).—

2 GOOD MIXED FARMS, each equipped with House, adequate buildings, and ample cottages.

THE LAND LIES COMPACTLY TOGETHER and is well timbered and watered, and comprises a fair amount of grassland.

MODERATE OUTGOINGS.

FOR SALE AT TIMES PRICES.

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£200 P.A. UNFURNISHED.

G.N.R.Y. within daily access; perfectly secluded position, 400ft. up. An exceptionally well-built and fitted modern RESIDENCE, facing south, and commanding extensive views and overlooking a considerable area of open country studded with beautiful timber.

Lounge hall, billiard, 3 reception rooms, 3 bathrooms, 15 bedrooms.

Stabling for 6, farmery, lodge; gas, Co.'s water, main drainage. The grounds are delightful and contain some fine old trees. There are tennis lawn, lawns with summer-house, pergola and winding walks, rockery with fountain, lily pond, kitchen garden and orchard. Golf.

600 gns. p.a. Furnished. Shorter term by arrangement. Details of TRESIDDER & Co., 37, Albemarle St., W. (2030.)

40 minutes London. Constant trains.

SURREY HILLS (high up with fine views over grand country).—Very attractive modern RESIDENCE with avenue approach.

Square hall, 3 large reception, 14 bedrooms. Excellent water. Gas laid on. Electric light available.

The grounds of 2 acres include large shady tennis lawn, terrace and tennis lawn, shrubberies, kitchen gardens, 2 excellent greenhouses and useful outbuildings.

£150 PER ANNUM UNFURNISHED.

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Picturesque Cottage Residence and 32 Acres.

3,500 GNS. HAMPSHIRE

(in a favourite part, convenient for market town and junction station on main line 1½ hour London).—Very attractive ivy-clad RESIDENCE, standing a long way back from the road, with carriage drive ½-mile.

LOUNGE HALL, 3 RECEPTION, 8 BEDROOMS, ETC.

Modern drainage; first-rate water supply. The gardens and grounds are very pretty and well cultivated; there are 3 nice lawns.

Golf links near. Hunting with 3 packs.

INSPECTED AND STRONGLY RECOMMENDED.

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Lease to be assigned. Freehold for Sale.

SUSSEX (amidst beautiful country, 50 minutes London, 4 and 5 miles respectively from 2 market towns).—Attractive modern RESIDENCE, facing south and commanding extensive views.

Large hall, 3 reception, 8 bedrooms, bathroom.

Stabling for 2; Co.'s water laid on; gravel soil; nicely laid-out grounds, tennis lawn, shrubberies, kitchen and fruit garden, conservatory. Hunting, shooting and golf. Details of TRESIDDER & Co., 37, Albemarle St., W. (3488.)

TO BE LET, UNFURNISHED.

WORCS (2½ hours Paddington; gravel soil).—Attractive COUNTRY RESIDENCE, approached by carriage drive.

Hall, 3 reception, bathroom, 10 bedrooms.

4 boxes, 1 stall; Co.'s water, main drainage. The gardens extend to about 3 acres and include croquet lawn, partly walled kitchen garden, conservatory, orchard, paddock. Good cottage. Golf, fishing and hunting. Details of TRESIDDER & Co., 37, Albemarle St., W. (10,149.)



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DUNS FOLD, SURREY.

In the beautifully wooded country near the Surrey and Sussex borders, within easy reach of GUILDFORD, WITLEY, GODALMING and CRANLEIGH. The above will be offered

FOR SALE BY AUCTION.

On Wednesday, July 21st, 1915.

The picturesque Residence, which is modern but in the old style, stands in centre of

GARDENS AND GROUNDS OF ABOUT SEVEN ACRES. It is approached by a carriage drive, and contains six bedrooms, two bathrooms, three reception rooms, and usual offices.

STABLING AND GARAGE. Electric light. Modern drainage.

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Great Bargain. Hunting Man's Opportunity.

NORTHAMPTONSHIRE

(1-mile station and village).—A well-appointed COUNTRY HOUSE, standing secluded and not overlooked.

LOUNGE HALL, 3 RECEPTION, BILLIARD, 11 BEDROOMS, 3 BATHROOMS. GAS.

Well-built block of stabling for 10 (8 boxes), also 7 other boxes, groom's rooms and 2 cottages. Old gardens and lawns, fine timber, glasshouses and paddock, in all 6 acres.

Personally inspected and strongly recommended.

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750 ACRES SHOOTING. 1-MILE SALMON FISHING.

DEVON (in most beautiful district, convenient for rail).—Very attractive PROPERTY, including above old Manor House, 500ft. above sea, in centre of timbered parklands, with two long drives and lodge.

12 BEDROOMS, 4 RECEPTION, ETC.

Stables for 6, farmery, charming gardens and grounds.

First-class sporting over the Estate, including 120 acres covert; 1-mile good salmon and trout fishing.

More obtainable. Hunting with several packs. Land divided into five convenient holdings with houses, buildings and cottages, producing good rent roll.

£175 p.a., UNFURNISHED, INCLUDING SPORTING, or FOR SALE WITH 160 OR 750 ACRES.

Sole Agents, TRESIDDER & Co., 37, Albemarle St., W. (4758.)



TUDOR RESIDENCE AND 4 ACRES.

HERTS (express trains London 1-hour).—Attractive HOUSE, containing 9 bedrooms and 4 reception rooms, one with beautiful Tudor ceiling of considerable antiquarian interest, bathroom, etc.; gas and electric light available; delightful gardens, bounded by a river, and comprising 2 tennis courts, fish pond, large orchard, meadow and some fine timber; gardener's cottage; golf links near.

Lease to be assigned. Moderate terms.

Details of TRESIDDER & Co., 37, Albemarle St., W. (10,195.)

Established 1812.
MESSRS. GUDGEON & SONS, F.S.I.
ESTATE AGENTS, AUCTIONEERS & VALUERS.
THE AUCTION MART, WINCHESTER.
Telephone 21. Telegrams: "Gudgeons."

OUTSKIRTS OF WINCHESTER, within easy reach of the centre of the city and railway station, L. & S.W. Ry.—To be LET on Lease, with option of Purchase, with immediate possession, a delightful RESIDENTIAL PROPERTY, standing high, perfectly secluded and commanding beautiful views. The Residence is of a substantial character, approached by a carriage drive with lodge entrance, and contains lounge hall 18ft. by 18ft., three excellent entertaining rooms, large conservatory, nine capital bed and dressing rooms (additional bedroom accommodation could be easily added at a small outlay), well-fitted bathroom, and complete offices, including servants' hall. The House has been recently decorated throughout, heated by hot water pipes, and lighted by electricity. There is excellent stabling, with harness room, double coach-house, extensive range of glasshouses, wooded and picturesque grounds, including tennis and croquet lawns, walled kitchen garden and park-like paddocks, in all about four-and-a-half acres. Rent £221 per annum. Moderate premium required for valuable improvements.—Apply GUDGEON & SONS, The Auction Mart, Winchester.

FOR SALE.—NORTH HANTS.—Gentleman's ESTATE between 300 and 1,000 acres. Good mixed shooting and a little fishing.—"A 3465." c/o COUNTRY LIFE Office, 20, Tavistock Street, Covent Garden, W.C.

FURNISHED HOUSES WANTED.

MARRIED CLERGYMAN (no family) desires small HOUSE, nicely furnished; very quiet position; garden; four or five weeks, August, September; two servants left. State terms. References exchanged. Cotswolds, Devon, or S. Wales preferred.—"A 3476." c/o COUNTRY LIFE Office, 20, Tavistock Street, Covent Garden, W.C.

RENT £175 PER ANNUM.

OXFORD (within a drive; 1 mile station and shops, ¼-mile from Anglican and R.C. churches).—A well-built modern red brick COUNTRY HOUSE, surrounded by charming gardens and paddocks. South aspect. Company's water and gas laid on. Good hall, 4 reception, 15 bed and dressing rooms, 3 bathrooms. Inspected and recommended.

Details of TRESIDDER & Co., 37, Albemarle St., W. (8115.)

HOUSE, 5 ACRES, 2 COTTAGES. £2,200.

SOMERSET (600ft. UP ON BLACKDOWN HILLS, facing south and sheltered).—Picturesque stone HOUSE in secluded grounds.

4 RECEPTION, 8 BEDROOMS, BATHROOM.

Stables for 5, men's rooms, 2 cottages. Excellent water by gravitation (no pumping); light soil on gravel; very pretty gardens, tennis lawn, 2 kitchen gardens, glasshouses, 2 paddocks. Details of TRESIDDER & Co., 37, Albemarle St., W. (4652.)

RENT £150 PER ANNUM, OR WOULD BE SOLD.

YORKSHIRE (in a good residential district).—A gentleman's RESIDENCE, commanding grand views. The House is built of stone in the Tudor style with mullioned windows and lead lights. It contains 3 reception, 8 bedrooms, kitchen, scullery, and ample offices; motor garage; small garden, paddock; excellent water and drainage; village, church, and station 1 mile. Details of TRESIDDER & Co., 37, Albemarle St., W. (9018.)

Unfurnished, £200 per annum. Freehold for Sale.

SUSSEX (near coast, 1½ hours London).—Excellent modern RESIDENCE, facing S.W., standing 490ft. above sea level, and commanding fine views.

4 reception, billiard, 11 bedrooms, bathroom.

Stabling for 4, men's rooms; Co.'s water and gas; attractively laid-out grounds, including full-size tennis lawn and archery ground of about 80 yds., ornamental lawns, well-stocked orchard, and prolific kitchen garden; winery, greenhouse and conservatory. Small range of model farm-buildings (optional).

4 OR 14 ACRES.

Inspection strongly recommended by the Agents.

Details of TRESIDDER & Co., 37, Albemarle St., W. (7666.)

COUNTRY HOUSE AND 55 ACRES.

DEVON (3 hours London, non-stop trains, short drive sea at Budeigh, Salterton).—To be LET, Furnished, for long or short period, a substantially built HOUSE, facing south, and commanding extensive views, approached by carriage drive, and containing 6 bedrooms, 3 reception rooms, bath (h. and c.); accommodation easily enlarged. A verandah extends along the whole front of the House. Good water supply. Excellent modern stabling, 2 boxes, 2 stalls, large coach-house. Complete little farmery. Grounds intersected by a stream, include tennis court, partly walled kitchen garden; well-watered pasture and meadowland, 2 small arable fields, 3 orchards. Might be Sold.

Hunting, shooting, fishing and golf available.

Details of TRESIDDER & Co., 37, Albemarle St., W. (1049.)

SOUTHERN SLOPE OF HILL, 590FT. UP.

Under 1 hour south from London, very rural district.

COUNTRY HOUSE, standing well back from road, in fine old well-timbered grounds, commanding extensive views, and containing 14 bed and dressing rooms, bathroom, lounge hall, 4 reception rooms; stabling, 4 cottages; lodge and drive; excellent lawns, kitchen garden, glasshouses, paddocks. 12 or 32 acres.

Rent £180 per annum, or Executors will Sell.

Details of TRESIDDER & Co., 37, Albemarle St., W. (9671.)

FORTT, HATT & BILLINGS.

ESTATE AGENTS, BATH.
Telephone 280.



SOMERSET (on a spur of the Mendips).—To LET. Unfurnished, this well situate COUNTRY RESIDENCE, approached by a carriage drive with LODGE at entrance, and standing in picturesque GROUNDS of 25 ACRES. The accommodation comprises entrance hall, three reception rooms, billiard room, thirteen bedrooms, bathroom, excellent offices; electric light throughout, heating apparatus; stabling for seven horses, coach-house, garage with pit and man's rooms, gardener's cottage. The grounds are very attractive and include tennis and croquet lawns, walled-in kitchen garden, etc.; pond and small trout stream. There are farm-buildings belonging and adjacent to the Property which, with about SEVENTEEN ACRES of pasture, can be let off if desired. Best on application.—Apply FORTT, HATT & BILLINGS, Estate Agents, Bath.

SOMERSET, NETHER STOWEY (eight miles from S. Bridgwater).—To be LET from Michaelmas next, the desirable COUNTRY RESIDENCE, known as "Stowey Court," situated in the charming neighbourhood of the Quantock Hills. The House contains three reception rooms, ten bedrooms; good stabling and motor-house; garden and paddock, the whole about seven-and-a-half acres. Hunting and golf in district.—For further particulars, apply to Messrs. WAINWRIGHT & HEARD, Estate Office, Shepton Mallet.

TELEGRAMS:
"EVERYTHING, HARRODS, LONDON."

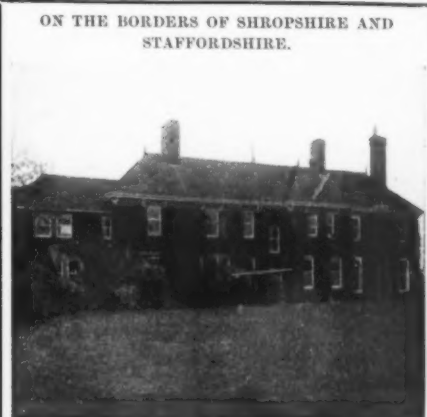
HARRODS, LTD.,
BROMPTON ROAD, LONDON, S.W., Byfleet, Brockenhurst, and St. Albans (opposite the Ry. Stations).
LOCAL AGENTS | for South Hants: Messrs. Richard Austin & Wyatt, Bishop's Waltham and Fareham.
| for Kent and Sussex Borders: Messrs. Geering & Colyer, Ashford & Rye.

TELEPHONE NOS.:
WESTERN ONE (85 LINES)



A WAR BARGAIN.

FOLKESTONE (situate in the centre of this fashionable seaside town, one minute's walk of the Leas).—
EXCEPTIONALLY WELL-BUILT RESIDENCE TO BE SOLD.
containing nine bed and dressing rooms, four reception, bathroom; garage for three cars, billiard room over. Charming garden. EVERY MODERN CONVENIENCE.
including electric light, radiator heating.—Price and further particulars of the Agents, HARRODS (LTD.), who have personally inspected and can strongly recommend the Property in every way.



ON THE BORDERS OF SHROPSHIRE AND STAFFORDSHIRE.

TO BE LET. Furnished, for Summer months or longer, a fine COUNTRY RESIDENCE, occupying a bracing position between 300ft. and 400ft. above sea level, and commanding excellent views. Approached by a carriage drive and surrounded by secluded grounds, the accommodation comprises thirteen bed and dressing rooms, including excellent nurseries, bathroom, four reception rooms, excellent offices; electric light, radiators and modern conveniences; stabling and garage; attractive pleasure grounds of four acres, including tennis lawn and kitchen garden. Shooting over 350 acres could be rented if wished.—Further particulars of the Agents, Messrs. HARRODS (LTD.), Brompton Road, S.W. (F 15,676.)



BYFLEET, SURREY.

Pine district; 35 minutes from London; near five first-class golf courses.
TO BE LET, UNFURNISHED.

MODERN RESIDENCE, appointed and equipped throughout with all present-day requirements; electric light, main water, radiators, telephone, main drainage. Ten bed and dressing rooms, two bathrooms, three reception rooms, lounge hall; garage; glasshouses.
BEAUTIFUL GROUNDS OF THREE ACRES.

Apply HARRODS (LTD.), Byfleet, Surrey. (20,613.)



2,000 OR 7,000 ACRES SHOOTING.

THIS NOBLE MANSION, situate in a favourite district, and surrounded by
EXTENSIVE PARKLANDS.

The Residence is fitted with modern conveniences, and the accommodation consists of:—
Magnificent suite of reception rooms, some 30 bedrooms, bathrooms, complete domestic offices; stabling, etc.

The Property carries three or nine miles of the best trout fishing in England.
—Strongly recommended by the Agents, Messrs. HARRODS (LTD.). (F 9700.)



UNIQUE ANTIQUARIAN'S HOME.

SOMERSET (within easy reach of junction, under two hours from Town).—This charming old RESIDENCE, dating from about 1150, but chiefly of Tudor and Elizabethan design, contains fine suite of reception rooms, eight bed and dressing rooms, two bathrooms, etc.

LOVELY OLD CEILINGS AND MANTELPIECES.

GENUINE OLD OAK PANELLING.

Garage, five cottages; carbon gas; central heating; sandy soil. Fine old timbered gardens with two tennis lawns, walled garden and orchard, the whole about three acres.

£3,000. NO REASONABLE OFFER REFUSED.

Full details from the Agents, HARRODS (LTD.). (x 11,513.)



PRICE ONLY £1,050.

NEW FOREST, HANTS (high up in the prettiest part).—This charming old-fashioned COTTAGE, with two reception, four bedrooms, bathroom; stabling, cowhouse, barn, etc.

TEN ACRES OF LAND.

GRAVEL SOIL. FULL FOREST RIGHTS.

Strongly recommended as a bargain by HARRODS (LTD.), as above.

FOR SALE, OR TO BE LET, UNFURNISHED.
GRAND OLD TUDOR RESIDENCE.

WILTS.

Situated practically in the centre of the Estate, the House contains:—

Outer and inner halls. Three reception rooms.

Billiard room.

Eighteen bed and dressing rooms.

Two bathrooms and good offices.

Stabling. Laundry. Outbuildings.

LOVELY OLD GARDENS.

The Estate also includes two small Houses, two excellent dairy farms with houses and buildings, and sixteen cottages. Everything in excellent order; main water; south aspect; high up; extensive views. Midway between two important junctions with fast service to Town under two hours. The total area of the Property extends to nearly

300 ACRES.

Inspected and recommended by the Agents, HARRODS (LTD.). (x 18,643.)



TELEPHONES:
6960 GERRARD (3 lines).

COLLINS & COLLINS.

37, SOUTH AUDLEY STREET,
GROSVENOR SQUARE, W.

ONE OF THE PRETTIEST SPOTS IN ENGLAND.



UNRIVALLED POSITION. 600FT. ABOVE SEA LEVEL

ON THE

GLORIOUS SURREY HILLS.

Commanding GRAND PANORAMIC VIEWS for 40 MILES to the SEA.

A PERFECTLY UNIQUE PROPERTY IN SPLENDID ORDER

RICHLY APPOINTED MODERN
RESIDENCE,
occupying a
WONDERFUL POSITION.

GRAND OAK-PANELLED HALL.
DINING ROOM IN CARVED OAK.
Billiard room.
Three other reception rooms.
Beautifully decorated.

Nineteen bedrooms.
Four bathrooms.
Electric light.
Heat radiators
in every room.

LOVELY GARDENS UNEQUALLED IN THE COUNTY.

INCLUDING WINDING WALKS, ROCK GARDENS, HERBACEOUS BORDERS, VELVET LAWNS, PRETTY WOODLANDS, IN ALL ABOUT

20 ACRES.

WOULD BE LET, FURNISHED, FROM MICHAELMAS NEXT.

Photos, and full particulars of this unique Property from Messrs. COLLINS & COLLINS.

OXFORDSHIRE.

LOVELY OLD STONE-BUILT MANOR HOUSE, DATING FROM 1300, RESTORED IN THE QUEEN ANNE PERIOD, 300FT. ABOVE SEA LEVEL, ON GRAVEL SOIL.

A CHOICE MANORIAL ESTATE.

comprising about

800 ACRES

of rich grassland, let in four farms, with capital stone farmsteads. Will be SOLD on very favourable terms, or the

RESIDENCE AND 118 ACRES OF PARKLAND

would be sold separately.

LARGE HALL.
FOUR LOFTY RECEPTION ROOMS.
22 BEDROOMS.

BEAUTIFUL
OLD-WORLD
GARDENS.

HUNTING WITH
BICESTER AND HEYTHROP.
80 ACRES OF EXCELLENT COVERT.

ABSOLUTELY UNSPOILT AND FULL OF HISTORICAL INTEREST.

Full particulars of the above Estate can be obtained from Messrs. COLLINS & COLLINS, 37, South Audley Street, Grosvenor Square, W.

COLLINS & COLLINS, OFFICES: 37, SOUTH AUDLEY STREET, GROSVENOR SQUARE, W.

SUFFOLK.

EIGHT MILES FROM FAMOUS OLD MARKET TOWN.



THIS ORIGINAL GEORGIAN HOUSE.

ABSOLUTELY UNSPOILT AND FORMING A HOME OF CHARACTER AND DISTINCTION.

THE DECORATIVE FEATURES INCLUDING BEAUTIFULLY CARVED PLASTER CEILINGS.

Four reception and fourteen bedrooms; stabling, three cottages, lovely gardens; Estate of 136 acres. FOR SALE BY PRIVATE TREATY.—Apply PEDDAR, 5, Elm Road, Beckenham, Kent.



TO BE SOLD. Lease of old Tudor L-shaped COTTAGE within 21 miles of London; unique and secluded situation, 400ft. above sea level, uninterrupted view 60 miles across the Colne Valley; three sitting rooms and hall, seven bedrooms (including servants'), bath, kitchen, scullery, servants' pantry and usual offices; oak-beamed throughout and full of exceptional character; beautiful garden of three acres, two tennis courts, bowling green, and ornamental orchard; plenty of fruit trees, asparagus and strawberry beds, etc., two rose gardens, large hay meadow, eight acres in all.—Apply to E. TEMPLE THURSTON, Gellibrands, Chalfont St. Peters.



ON THE SOUTH-EAST KENT COAST.
CLOSE TO RECLIVER.

ON THE CLIFFS. midway between Herne Bay and Birchington, with uninterrupted views over the North Sea; three miles from Herne Bay Station, on the East Kent Branch of the S.E. & C. Ry., by which London can be reached in about two hours, within easy motoring distance from Sandwich and Deal Golf Links.—Messrs.

COBB will SELL by AUCTION, at The Mart, Tokenhouse Yard, London, E.C., on Friday, July 2nd, 1915, at 2.30 p.m. precisely, a delightful SEASIDE PROPERTY, known as "Bishopstone," close to the Hamlet of Beltinge and only one-and-a-half miles from the Herne Bay Golf Links, comprising old-fashioned Manor House, of moderate size, with entrance lodge, two sets of buildings, and various enclosures of kindly arable and pastureland, lying in a ring fence, extending from the Uplands to the Seashore, and covering a total area of 31a. 3r. 3p., with farmery, outbuildings and large recreation room. Through a picturesque wooded glen and rabbit warren is a pleasant walk from the cliffs to the seashore on which are bathing huts and well-protected site for a boathouse. The whole, which has for many years been well maintained by the late owner and occupier, possesses all the attractions of a Seaside Property, offering unusual facilities for bathing, boating and fishing, while the agricultural portion affords opportunities for pleasurable and profitable occupation. The frontage to the Herne Bay Road could be developed for further building purposes in this deservedly popular and healthy locality without materially affecting the amenities of the Home. With possession. Also the modern VILLA RESIDENCE, known as "Glenfield," situate adjoining, containing three reception rooms, and five bed and dressing rooms, and usual domestic offices.—Particulars and conditions of Sale, with plan and views, may be obtained at the place of Sale; of Messrs. MONCKTON, SON & COLLIER, Solicitors, Maidstone; and of Messrs. H. & R. L. COBB, Auctioneers, Surveyors and Land Agents, 61 and 62, Lincoln's Inn Fields, London, W.C., and Higham, near Rochester, Kent.

SHOOTING. PRICE £7,000, FREEHOLD.
TROUT FISHING.



CHOICE MINIATURE SPORTING ESTATE
of
230 ACRES.

including the above delightful OLD-FASHIONED RESIDENCE, containing old lounge hall, dining room, drawing room, seven bedrooms, bathroom, excellent domestic offices.

FIRST-RATE FARM-BUILDINGS, all in excellent repair.

Good stabling, four cottages. WATER SUPPLY laid on to nearly every field.

25 ACRES OF WOODLAND.

If desired more shortly could be rented.

EASY REACH OF TOWN.

Fuller particulars and order to view of Messrs. COLLINS and COLLINS, 37, South Audley Street, W.



GREAT BERKHAMPTSTEAD.—Old-fashioned COTTAGE for SALE, under hour from London, half-a-mile from station, close to church; four small reception rooms, five bedrooms, bathroom; gas in offices; stable, coach-house holds motor; small garden. First-class schools and golf course. Price £1,500, Freehold (Now Let at £60). Possession at Michaelmas.—Apply OWNER, "The Old Cottage," Great Berkhamstead.

BROOK CORNER, NEAR WITLEY, SURREY.



A MOST CHARMING OLD-FASHIONED SURREY RESIDENCE, recently modernised and redecorated regardless of cost, and full of old oak; three or four reception rooms, seven bed and dressing rooms, bathroom, and offices. Stabling garage. Grounds of five-and-a-half acres. Charming garden. Radiator heating. Water laid on. Telephone. For SALE by AUCTION, July 22nd, or privately before.—Full particulars of COLLIER & Co., Deanery House, Godalming.

HAMPTON & SONS.

(For continuation of advertisements see pages vi. and viii.)

"THE PICK OF THE MARKET."

A NEW BROCHURE illustrating the choicest RESIDENTIAL PROPERTIES FOR SALE AND TO LET, in all parts of the country, the chief suburbs, and the West End. Free on application to, or post free three stamps of, HAMPTON & SONS, 3, Cockspur Street, S.W.



A WAR BARGAIN.

UPSET PRICE FOR WHOLE ONLY £2,500.

In a very favourite yachting centre.

Dry gravelly soil.

Fine open views.

HILL HOUSE, BURNHAM-ON-CROUCH.

A COMFORTABLY ARRANGED RESIDENCE: long carriage drive; ten bed and dressing rooms, bathroom, two staircases, four reception rooms, etc. Company's gas and water.

LOVELY GARDENS.

Gardener's cottage; garage; stabling and useful outbuildings.

Also "EGYPT COTTAGE," a pretty seven roomed bungalow.

In all about SEVEN ACRES.

To be SOLD, by AUCTION, at the Mart, London, E.C., on 6th July (unless previously disposed of).

Solicitors: Messrs. SANDFORD & Co., Howard House, Arundel Street, W.C. Illustrated particulars of Auctioneers, 3, Cockspur Street, London, S.W.



PRICE ONLY £3,000.

SOUTH DEVON (SIDMOUTH).

TO BE SOLD, this admirably built COUNTRY RESIDENCE, enjoying a lovely situation in the midst of ideal country. All the chief rooms have south aspect and the house comprises three excellent reception rooms, large hall, six bed and dressing rooms, bathroom, two staircases and excellent offices. Good garage. Electric light. The property extends to

ABOUT FOUR ACRES.

The neighbourhood is healthful and picturesque and there are first-rate eighteen hole golf links near by.—Apply HAMPTON & SONS, 3, Cockspur Street, S.W.



NOMINAL RENT, FURNISHED.

SURREY

(in a picturesque and quiet old small town, within a mile of the Thames).

TO BE LET, Furnished, Unfurnished, or SOLD, VERY CHARMING COUNTRY HOME.

comprising this well-appointed and commodious Residence, containing fifteen bed and dressing rooms, two baths, five reception rooms, good halls, ample domestic offices, and cellars.

BEAUTIFUL GROUNDS AND GRASSLANDS

of nearly 20 acres, with spreading lawns, walled garden, paddocks, and a pretty running stream; capital stabling, motor-house, lodge, and groom's accommodation.

Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.



HIGH POSITION. BRACING AIR. BEAUTIFUL SCENERY.

WILTS DOWNS.

FURNISHED FOR SUMMER MONTHS, this PICTURESQUE COTTAGE RESIDENCE,

with shady sunk garden and lawns.

Three reception, six bedrooms, bathroom, offices and accommodation for three servants in cottage; stabling and garage close by; near church, post and telegraph office; station four miles. Golf about three miles.

Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.



BETWEEN FOLKESTONE AND CANTERBURY KENT

(in a favourite and pretty part).

TO BE SOLD, or might be LET, this attractive old-fashioned COUNTRY HOUSE, in excellent order throughout, standing in grounds and grassland of about fourteen acres.

Five bedrooms.

Good domestic offices.

Three reception rooms

Stabling. Motor-house.

Modern bungalow, glasshouses; charming gardens, tennis lawn, kitchen garden, orchard, etc.

PRICE £3,000.

Apply HAMPTON & SONS, 3, Cockspur Street, S.W.



IN THE BEAUTIFUL DISTRICT OF THE WAVENEY VALLEY.

On high ground, in an extremely healthy and favourite part. Three-and-a-half miles from Bungay, with eighteen-hole golf course.

TO BE LET, Unfurnished, this

EXCEPTIONALLY CHOICE COUNTRY HOUSE,

in excellent order and lighted by electricity, standing in park-like grounds of nearly 20 acres. Eleven bed and dressing rooms, three reception rooms, and very good offices. Telephone. Capital stabling and motor-house, groom's rooms.

BEAUTIFULLY TIMBERED GROUNDS,

with lawns; walled kitchen and fruit gardens, woodlands, meadow, etc. Fishing and shooting obtainable.—Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.

WITH LOVELY FRONTAGE TO RIVER THAMES.



HAMPTON COURT AND BUSHEY PARK

(near).

TO BE LET, FURNISHED, OR SOLD, this fine old HOUSE.

GEORGIAN IN CHARACTER.

with Adams and other interesting works, and beautifully appointed throughout, standing in finely wooded grounds; fourteen bedrooms, two bathrooms, billiard room, drawing room 42ft. by 30ft., four other reception rooms, excellent offices.

RADIATORS. ELECTRIC LIGHT. COMPANY'S WATER. Stabling and garage, cottage. BEAUTIFUL OLD GROUNDS, tennis and croquet lawns, asphalt court, walled kitchen garden, park-like meadow, FIVE ACRES in all.

Full details of HAMPTON & SONS, 3, Cockspur Street, S.W.

1,000FT. ABOVE SEA LEVEL.

EXMOOR, DEVON.

TO LET, Furnished, for Summer or Hunting Season, an attractive COUNTRY COTTAGE OR HUNTING BOX.

on each road between Porlock and Lynmouth; containing seven bedrooms, bath, three reception rooms, usual domestic offices. Stabling for six, garage and groom's room. Large bungalow with three beds. Small garden.

Agents, HAMPTON & SONS, 3, Cockspur Street, S.W.

INSPECTED AND RECOMMENDED.



SUSSEX COAST

(in the most select part of a favourite town).

FOR SALE, at a very low price, this well-built RESIDENCE, in a high and bracing position, with drive approach; lounge hall, four reception rooms, eight bedrooms, bathrooms, etc., servants' hall; stabling and garage.

MOST TASTEFULLY DISPLAYED GROUNDS.

Terrace walk, tennis and other lawns, kitchen garden, heated glasshouse, range of pits, etc., in all about an acre.

Full particulars of Messrs. DAWSON & HARDEN, St. Leonards-on-Sea; or HAMPTON & SONS, 3, Cockspur Street, S.W.

TELEPHONE: 37 GERRARD.

Offices: 3, COCKSPUR STREET, PALL MALL, S.W.

BRANCH OFFICE AT WIMBLEDON.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE
LONDON AND EDINBURGH.

FIRST-RATE FARMS, GOOD HOUSES AND COTTAGES,
TO BE SOLD BY AUCTION
IN ALL PARTS OF ENGLAND, MANY BEING SUITABLE FOR RESIDENTIAL PURPOSES.



"PRESTON," NEWTON FERRERS.
A DAIRY FARM OF 122 ACRES
on the
MEMBLAND HALL ESTATE, DEVON.
TO BE OFFERED ON JULY 21ST.



EARLSCOURT FARM, NEAR SALISBURY.
AN IMPORTANT AGRICULTURAL HOLDING OF 236 ACRES
on the
AMESBURY ABBEY ESTATE.
TO BE OFFERED ON SEPTEMBER 21ST.



FORD PLACE, NEAR LITTLEHAMPTON.
WITH 375 ACRES
on the
FORD AND CLIMPING ESTATE, SUSSEX.
TO BE OFFERED ON JULY 6TH.



"HYDEHURST," LOWFIELD HEATH.
A DAIRY FARM OF 103 ACRES
on the
WORTH PARK ESTATE, SUSSEX.
TO BE OFFERED ON SEPTEMBER 16TH.



DOWN FARM, ANDOVER.
AN ARABLE FARM OF 526 ACRES
on the
RED RICE ESTATE, HAMPSHIRE.
TO BE OFFERED ON SEPTEMBER 27TH.



"COUNTESS FARM," AMESBURY.
A SHEEP AND CORN HOLDING OF 1,280 ACRES
on the
AMESBURY ABBEY ESTATE, WILTSHIRE.
TO BE OFFERED ON SEPTEMBER 21ST.

KNIGHT, FRANK & RUTLEY.
AND
WALTON & LEE,

20, Hanover Square, W.
100, Princes Street, Edinburgh.
10, Mount Street, W.

also New York, Buenos Aires and the Colonies.

(Knight, Frank & Rutley's advertisements continued on pages xix., xx. and xxi.)

TELEPHONE: 1942 GERRARD (5 LINES).
TELEPHONE: 146 CENTRAL, EDINBURGH.
TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE
LONDON AND EDINBURGH.

FIRST-RATE FARMS, GOOD HOUSES AND COTTAGES.

TO BE SOLD BY AUCTION

IN ALL PARTS OF ENGLAND, MANY BEING SUITABLE FOR RESIDENTIAL PURPOSES.



LAMBSIDE, HOLBETON, DEVON.
A CONVENIENT-SIZED FARM OF 192 ACRES
on the
MEMBLAND HALL ESTATE, NEAR PLYMOUTH.
TO BE OFFERED ON JULY 21ST.



ALLEN'S FARM, HORLEY,
on the
WORTH PARK ESTATE, SUSSEX.
EXTENDING TO 135 ACRES.
TO BE OFFERED ON SEPTEMBER 16TH.



"SACKVILLE," ANDOVER.
A MIXED FARM OF 257 ACRES
on the
RED RICE ESTATE, HAMPSHIRE.
TO BE OFFERED ON SEPTEMBER 27TH.



CHALKPIT FARM, ST. PAUL'S CRAY.
A FRUIT AND MARKET GARDEN HOLDING OF 90 ACRES
on the
FROGNAL AND SCADBURY PARK ESTATE, KENT.
TO BE OFFERED ON SEPTEMBER 23RD.



NORMANTON, AMESBURY.
A CAPITAL AGRICULTURAL HOLDING OF 600 ACRES
on the
AMESBURY ABBEY ESTATE, WILTSHIRE.
TO BE OFFERED ON SEPTEMBER 21ST.



RED HOUSE FARM, AMESBURY.
EXTENDING TO 917 ACRES.
A Valuable Property on the
AMESBURY ABBEY ESTATE, WILTS.
TO BE OFFERED ON SEPTEMBER 21ST.

KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W.
AND 100, Princes Street, Edinburgh.
WALTON & LEE, 10, Mount Street, W.
also New York, Buenos Aires and the Colonies.

TELEPHONE: 1942 GERRARD (5 LINES).
TELEPHONE: 148 CENTRAL, EDINBURGH.
TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

(Knight, Frank & Rutley's advertisements continued on pages xviii., xx. and xxi.)

KNIGHT, FRANK & RUTLEY AND WALTON & LEE
LONDON AND EDINBURGH.

FIRST-RATE FARMS, GOOD HOUSES AND COTTAGES.

TO BE SOLD BY AUCTION

IN ALL PARTS OF ENGLAND, MANY BEING SUITABLE FOR RESIDENTIAL PURPOSES.



BAILIFF'S COURT, LITTLEHAMPTON.
AN HISTORICAL PROPERTY with sea frontage, extending to 289 ACRES
on the
FORD AND CLIMPING ESTATE, SUSSEX.
TO BE OFFERED ON JULY 6TH.



"TOOVIES," NEAR CRAWLEY.
A MIXED FARM OF 164 ACRES
on the
WORTH PARK ESTATE, SUSSEX.
TO BE OFFERED ON SEPTEMBER 16TH.



"WORSEWELL," REVELSTOKE, DEVON.
A STOCK FARM OF 436 ACRES
on the
MEMBLAND HALL ESTATE, NEAR PLYMOUTH.
TO BE OFFERED ON JULY 21ST.



"LITTLE PARK" FARM, ANDOVER.
EXTENDING TO 866 ACRES,
principally arable land, on the
RED RICE ESTATE, HAMPSHIRE.
TO BE OFFERED ON SEPTEMBER 27TH.



"RATFYN," AMESBURY.
A SHEEP AND CORN FARM OF 1,429 ACRES
on the
AMESBURY ABBEY ESTATE, WILTSHIRE.
TO BE OFFERED ON SEPTEMBER 21ST.



AMBARROW HILL, NEAR WOKINGHAM.
A WELL-KNOWN DAIRY FARM OF 230 ACRES.
TO BE OFFERED ON JULY 29TH.

KNIGHT, FRANK & RUTLEY.
AND
WALTON & LEE,

20, Hanover Square, W.
100, Princes Street, Edinburgh.
10, Mount Street, W.

also New York, Buenos Aires and the Colonies.

(Knight, Frank & Rutley's advertisements continued on pages xviii., xix. and xxi.)

TELEPHONE: 1942 GERRARD (5 LINES).
TELEPHONE: 146 CENTRAL, EDINBURGH.
TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

KNIGHT, FRANK & RUTLEY AND WALTON & LEE
LONDON AND EDINBURGH.

FIRST-RATE FARMS. GOOD HOUSES AND COTTAGES.

TO BE SOLD BY AUCTION

IN ALL PARTS OF ENGLAND. MANY BEING SUITABLE FOR RESIDENTIAL PURPOSES.



THE TREES HOUSE, CRAWLEY.
HISTORIC OLD RESIDENCE
on the
WORTH PARK ESTATE, SUSSEX.
TO BE OFFERED ON SEPTEMBER 16TH.



EASTOVER FARM, ANDOVER.
AN ARABLE FARM OF ABOUT 750 ACRES
on the
RED RICE ESTATE, HAMPSHIRE.
TO BE OFFERED ON SEPTEMBER 27TH.



WEST AMESBURY HOUSE, NEAR SALISBURY.
A XVTH CENTURY RESIDENCE WITH FOURTEEN ACRES
on the
AMESBURY ABBEY ESTATE, WILTSHIRE.
TO BE OFFERED ON SEPTEMBER 21ST.



"POOLE," HOLBETON, DEVON.
A MIXED FARM OF 119 ACRES
on the
MEMBLAND HALL ESTATE, NEAR PLYMOUTH.
TO BE OFFERED ON JULY 21ST.



"GRAY'S" FARM, ST. PAUL'S CRAY, KENT.
A VALUABLE AGRICULTURAL HOLDING OF 266 ACRES
on the
FROGNAL AND SCADBURY PARK ESTATE.
TO BE OFFERED ON SEPTEMBER 23RD.



WEST AMESBURY FARM, NEAR SALISBURY.
EXTENDING TO 528 ACRES
on the
AMESBURY ABBEY ESTATE.
TO BE OFFERED ON SEPTEMBER 21ST.

KNIGHT, FRANK & RUTLEY, 20, Hanover Square, W.
AND 100, Princes Street, Edinburgh.
WALTON & LEE, 10, Mount Street, W.
also New York, Buenos Aires and the Colonies.

(Knight, Frank & Rutley's advertisements continued on pages xviii., xix., and xx.)

TELEPHONE: 1942 GERRARD (5 LINES).
TELEPHONE: 146 CENTRAL, EDINBURGH.
TELEPHONES: 1505 MAYFAIR & 3645 GERRARD.

TELEPHONE NOS.:
GERRARD 746 & 717.

MESSRS. TROLLOPE,

Estate and Land Agents, Surveyors and Auctioneers,
25, MOUNT STREET, GROSVENOR SQUARE, W.

AND AT
HOBART PLACE, EATON SQ.
WEST HALKIN ST., BELGRAVE SQ.
S, VICTORIA ST., WESTMINSTER,
S.W.

IDEAL PLACE FOR A CITY MAN.



HALF-AN-HOUR FROM LONDON, on the South side, two miles from a main line station, and ADJOINING A FIRST-CLASS GOLF COURSE.—To be LET. Unfurnished, the above delightful old-fashioned COUNTRY HOUSE, approached by quarter of a mile long drive, with lodge; oak-panelled square hall, three reception rooms including panelled billiard room and lounge, thirteen bedrooms, three baths, and complete offices.

ELECTRIC LIGHT. TELEPHONE. COMPANY'S WATER AND GAS.
Stabling, garage, cottages, small farmery; lovely old timbered gardens with fine lawns for tennis and croquet, in all about FOURTEEN ACRES. All in perfect order. Reasonable rent.—Inspected and strongly recommended by the Sole Agents, Messrs. TROLLOPE, 25, Mount Street, London, W. (1565.)



BY DIRECTION OF EXECUTORS.

"EMLYN HOUSE," LEATHERHEAD.

on the Surrey Hills.

TO BE SOLD, this picturesque old RED-BRICK GEORGIAN RESIDENCE, containing large lounge hall, five reception rooms, thirteen bedrooms, bath, etc.; stabling, garage, cottage, and farmery; beautiful old timbered gardens, tennis lawn, rose gardens and meadowland of about FOURTEEN ACRES, through which the river Mole flows, affording FISHING and BOATING. Moderate price.

Particulars and order to view may be had of the Sole Agents, Messrs. KING & CHASEMORE, Horsham, Sussex; or Messrs. TROLLOPE, 25, Mount Street, London, W. (A 1187.)

BY DIRECTION OF EXECUTORS.

"SHEPLEY HOUSE," CARSHALTON, SURREY.

In a rural situation close to the station, and ONLY TEN MILES FROM LONDON.

THIS BEAUTIFUL OLD GEORGIAN RESIDENCE, approached by a carriage drive with lodge, and containing sitting hall, three or five reception rooms, sixteen bed and dressing rooms, three bathrooms, complete offices.

STABLING, GARAGE, FIVE COTTAGES, FARMERY.

Lovely old timbered grounds with tennis lawn, flower, rose and Alpine gardens, walled fruit and kitchen garden, orchard, and meadows threaded by the River Wandle; the area being nearly

23 ACRES.

Company's water, gas, main drainage, telephone, central heating.—Messrs. TROLLOPE will SELL the above by AUCTION, at The Mart, E.C., on Wednesday, July 21st next (unless previously disposed of).

Illustrated particulars of Messrs. MARSON & TOULMIN, Solicitors, 1, Southwark Bridge Road, S.E.; and with orders to view, of the Auctioneers, Messrs. TROLLOPE, 25, Mount Street, Grosvenor Square, W., and at their other Offices, as above.



BERKSHIRE (close to first-rate golf links, three miles from a station, and TEN MINUTES' WALK FROM ONE OF THE PRETTIEST REACHES OF THE UPPER THAMES; under an hour from London).—To be SOLD, this charming old-fashioned COUNTRY HOUSE, in perfect order. Lounge hall, four reception rooms, billiard room, thirteen bed and dressing rooms, three baths, etc.; electric light; fine old gardens, tennis and croquet lawns, walled fruit garden; two cottages, garage, etc.; in all seven-and-a-half acres. Moderate price.—Highly recommended by Messrs. TROLLOPE, 25, Mount Street, London. (A 4249.)



AMIDST THE SUSSEX HILLS, in a beautiful spot, 450ft. above sea level one-and-a-half miles from station, six miles from first-class golf links.—To be SOLD (or LET, Furnished, for a year), a beautiful old JACOBINE HOUSE, in perfect order; containing oak-beamed lounge hall, large oak-beamed dining and drawing rooms, nine bedrooms, two bathrooms, and good offices; stabling, garage, two cottages; lovely old-world gardens with stone-flagged walks, tennis, croquet and other lawns, large kitchen garden, orchard and meadows, in all about eight-and-a-half acres; Company's water. Good sporting district.—Inspected and recommended by Messrs. TROLLOPE, 25, Mount Street, London, W. (A 2398.)

FURNISHED HOUSES TO LET.

WEST COAST—"BALKAN HILL," Aberdovey, to LET, Furnished, July, August, September or less; elevated, facing Cardigan Bay, delightful position; large wooded grounds; three sitting, nine bedrooms, excellent offices, and sanitation; motor accommodation; near sea, golf, boating, fishing. 10 guineas weekly.—Mrs. LEWIS, as above.

BULWICK PARK, NORTHAMPTONSHIRE.
TO BE LET, Furnished, for the summer months or longer, the above RESIDENCE, with lovely gardens; three reception rooms, billiard and smoking rooms, nine principal bed and dressing rooms, nine servants' bedrooms; lodge, excellent stabling for fifteen horses with men's room over. Within reach of four packs of hounds, about five miles from Luffenham Golf Links.—Apply A. H. DASHWOOD, Wansford, Northamptonshire.

MALVERN (Worcestershire; in the centre of England; 500ft. above sea level; on the side of the hills, in an unique position, commanding unrivalled views).—To LET. Furnished or Unfurnished, a gentleman's FAMILY RESIDENCE, with carriage drive approach, standing in its own grounds, with pleasure gardens, tennis lawn, walled kitchen garden and grassland, in all about thirteen acres. The Residence contains three reception rooms (two with ante-rooms), thirteen bed and dressing rooms, bathroom (h. and c.), servants' hall, housekeeper's room, excellent offices, etc.; stabling and garage, cottage.—For particulars, apply to J. B. HARPER & SONS, Estate Agents, Malvern; or to L. F. LAMBERT, Esq., Foley Estate Offices, Malvern.

DORSET (one mile from sea; high elevation).—Four reception, fourteen bedrooms, four bath; h. and c. throughout; electric light, telephone; garage; tennis court; close golf links. 12 guineas, about August 1st, six weeks.—Apply HARDY, Lyme Regis.

MID-NORFOLK—RECTORY to LET, Furnished, several months; eight bedrooms; gravel soil; south aspect; two tennis lawns.—RECTOR, Litcham, Swaffham.

KENT AND SUSSEX BORDERS.—To LET, Furnished, for two or three months, in Summer or Autumn, attractive RESIDENCE, with 60 acres. House contains hall, four reception, large billiard room, twelve bedrooms, three baths, excellent offices; electric light, radiators, Company's water; good garage with rooms over; use of two cars if required. Golf at Rye and Littlestone.—Apply "L. D." 3, Porchester Gate, London, W.

TO LET "ACOMB HALL," one-and-a-half miles from York, 'Furnished or Unfurnished; four reception, eighteen bed and dressing rooms; gas, Town water; garage, stabling; gardens and paddock; the highest ground and healthiest position near York. The Lessee is at the Front and immediate possession can be had.—J. MEADOWS & SONS, Market Drayton, Salop.

SCOTLAND (Dulnain Bridge, Strathspey).—A pretty modernised FARM-HOUSE, well Furnished, to be LET, from July to October, or shorter period; six bedrooms, two servants' rooms, three reception rooms, bathroom; garage and man's room; fine view of Cairngorms; kitchen garden, tennis lawn. Fishing and golf in vicinity.—Apply to AFFLECK MACPHERSON, House Agent, Grantown-on-Spey.

WARING & GILLOW, LTD.,

180, OXFORD STREET, LONDON, W.

TELEGRAMS:
"WARISON, LONDON."
TELEPHONE:
MUSEUM 5000.

And at
**LIVERPOOL,
MANCHESTER,
and
LANCASTER.**

ESTATE AGENTS,
AUCTIONEERS,
SURVEYORS, VALUERS.

SPECIALISTS IN WELL-ARRANGED RESIDENCES REQUIRING THE MINIMUM AMOUNT OF DOMESTIC LABOUR.



DEVONSHIRE.
WARING & GILLOW, LTD., have received instructions to SELL by AUCTION, on Tuesday, July 13th, 1915, at four o'clock, at the "DOLPHIN HOTEL," BOVEY TRACEY, an attractive modern gabled RESIDENCE known as "ROSARIO." BOVEY TRACEY. Faces south. High ground. ACCOMMODATION: Square hall, two reception rooms, five bedrooms, bathroom. Stabling, carriage drive, garage, and rooms over. Electric light. Main water.

Well matured grounds with LAWNS, ORCHARD, AND PROLIFIC FRUIT GARDEN. In all about **THREE ACRES.** Particulars and conditions of Sale from MR. GEORGE HEXT, Solicitor, 15, Victoria Parade, Torquay, or of the Auctioneers, 180, Oxford Street, London, W.



DEVONSHIRE.
WARING & GILLOW, LTD., have received instructions to SELL by AUCTION, on TUESDAY, July 13th, 1915, at four o'clock, at the "DOLPHIN HOTEL," BOVEY TRACEY, the charmingly placed and comfortable RESIDENCE known as "ST. PATRICKS," containing the following accommodation: entrance hall, drawing room, dining room, four bedrooms, bathroom, bathroom, and usual offices. ELECTRIC LIGHT AND COMPANY'S WATER.

Charming grounds of about three-quarters of an acre, with a large number of fruit trees, etc. The House is at present Let at a yearly rental of £35 p.a., but early possession can be arranged. Particulars and conditions of Sale from MR. GEORGE HEXT, Solicitor, 15, Victoria Parade, Torquay, or of the Auctioneers, 180, Oxford Street, London, W.

VALUATIONS FOR INSURANCE PURPOSES.—Messrs. WARING & GILLOW, LTD., as Fire Loss Assessors of long experience and having at call EXPERTS FROM OVER 30 DEPARTMENTS in their London, Manchester, Liverpool and Lancaster Houses, are the Pioneers of the present SYSTEM OF INSURANCE INVENTORIES AND VALUATIONS. To such an extent has this Department grown, IN CONSEQUENCE OF ITS PROVED UTILITY, they, at the present time, retain solely and continuously the services of Expert Valuers of Antique and Modern Furniture, Books, Pictures, China, Works of Art, Gold and Silver Plate, Jewellery, etc., and all Indoor and Outdoor Effects whatever. Messrs. WARING & GILLOW undertake, for an inclusive fee, to put forward as many of these Valuers as may be required for the proper carrying out of a Complete and Comprehensive Inventory and Valuation with detailed figures against each item and which will be accepted by the Leading Insurance Offices as the BASIS OF CLAIM in case of Loss by Fire, or any other Risks which may be agreed on. There is no other Firm in the Country who have such exceptional facilities for carrying out these Valuations as have Messrs. Waring & Gilrow.

TELEPHONE: REGENT 3763.

ESCRIPT & BARRELL,

ESTABLISHED 1860.

35, SACKVILLE STREET, PICCADILLY, W., and at GRANTHAM.



BERKS (favourite position).—This delightful RESIDENCE, and SUPERB GARDENS OF THREE ACRES.

Lounge hall, four reception, about sixteen bed and dressing rooms, three bathrooms, etc.; stabling.

FREEHOLD. A BARGAIN
(or might be Let).

Sole Agents, ESCRITT & BARRELL, as above.



VERY DESIRABLE LOCALITY.
WARWICKSHIRE (on the outskirts of an inland watering place with an excellent service of fast trains to London).—This delightful RESIDENCE of comparatively modern construction; lounge hall, four reception rooms, eight principal and twelve secondary and servants' bedrooms, bathroom, and good offices; standing in well-timbered and SECLUDED GROUNDS OF TWO-AND-A-HALF ACRES. Electric lighting and gas, main water. Hunting, golf and polo.

FREEHOLD, OR MIGHT BE LET.
Sole Agents, ESCRITT & BARRELL, as above.



HANTS.—Perfect small Georgian RESIDENCE in a well-wooded park. ORIGINAL DECORATIONS, PANELLING AND CARVINGS; lounge hall, three reception, twelve bed and dressing, several baths; electric lighting, etc. OLD-WORLD GARDENS; model dairy farm, garage.

100 ACRES.
Reduced price.—Sole Agents, ESCRITT & BARRELL, as above.



By Order of the Trustees of W. Newton Dunn, Esq., deceased. **WRAY PARK, REIGATE**, situate on Reigate Hill, near the Suspension Bridge, in a lovely position facing south and west, only 15 minutes' walk from the station.

This charming RESIDENCE, known as "Glenfeulen," containing seven excellent bedrooms, bathroom, three fine reception rooms, large glass verandah, billiard room, together with about three acres of delightful old grounds, stabling, and outbuildings.—Messrs.

HARRIE STACEY & SON, will SELL the above at THE MART, E.C., on 13th July, 1915, at 2 o'clock. Particulars of the Auctioneers, Redhill, Reigate, and Walton Heath, Surrey.

TIVERTON, DEVON.
SALE OF A VALUABLE FREEHOLD RESIDENTIAL ESTATE, known as "Tidcombe," in the Parish of Tiverton, Devon, about 28a. 1r. 34p. in extent, and consisting of a charming Country Residence, with stabling, farm-buildings, gardens and grounds, and about 25 acres of rich meadow, pasture, orchard, and arable land. The House is within one-and-a-half miles of the town of Tiverton, church, post office, and G.W. Ry. Station, and within ten minutes' walk of Blundell's School. The district is a first-class Residential and Sporting one, the principal meets of hounds (stag, fox, and otter) and harriers are within easy distance, and excellent fishing can be obtained in the immediate neighbourhood.—Messrs.

HUSSEY & SON are instructed to offer this valuable Estate by PUBLIC AUCTION, at the Rougemont Hotel, Exeter, on Friday, June 25th, 1915, at 3 p.m. precisely. Particulars, plans, and conditions of Sale can be obtained of the Auctioneers, 14, Queen Street, Exeter; Mr. ARTHUR FISHER, Solicitor, Tiverton; Messrs. WITHERS, BERNSONS, ESCRITT & DAVIES, Solicitors, Howard House, 4, Arundel Street, Strand, London, W.C.; or of Messrs. J. & H. DREW, Land Agents and Surveyors, 15, Queen Street, Exeter.

CANADIAN FRUIT FARM FOR SALE: 80 acres; magnificent location Lake Ontario, Niagara district, the garden of Canada; Niagara Falls fifteen miles away; Toronto 30 miles, St. Catharines four miles; good bathing, fishing, pheasant shooting; railway station, steamboat and tram lines adjoin farm. Mostly all kinds of selected fruit. Over 1,000 new peach trees coming in this season. Good House, hot water, central heating, electric light, electric water system. Several farm-houses. Earnings £2,000 last season; prospects much better. Price £20,000; reasonable terms.—Apply A. W. AUSTIN, 629, Confederation Life Building, Toronto, Canada.

WREN'S HOUSE, CHICHESTER.



TO BE SOLD OR LET ON LEASE, a fine old RESIDENCE of the time of King William III. (1694), attributed to Sir Christopher Wren, situated in the best part of the City, near the Bishop's Palace and Cathedral, and perfect in all its characteristics, with fine old panelling of the period, and containing entrance hall, handsome staircase, four reception rooms, thirteen bedrooms, bathroom, excellent offices; old-fashioned gardens and pleasure grounds of about two-and-a-half acres, well laid out and bounded by the City Wall, having fine views of the Cathedral; stabling and outbuildings; gas and water laid on, and wired for electric light. Further particulars of the above and other Properties of Messrs. LOFTS & WARNER, 130, Mount Street, Berkeley Square, W.

FURNISHED HOUSES TO LET.



SOUTH WORCESTERSHIRE.

TO LET. Furnished, **ELMLEY CASTLE**, on the slopes of Bredon Hill, about four miles from Pershore Station, G.W. Ry., and about three from Hinton Station, M. Ry., in the Croome Country. The House contains two handsome halls, good suite of reception rooms, about 25 bedrooms, bathrooms, and offices; good stabling, motor-house, etc.; grounds of about thirteen acres; more land and shooting will be let with the House if desired.—WM. STALLARD & MEACHER, Land Agents, Worcester.

SUSSEX (favourite district).—Attractive Furnished RESIDENCE; 300ft. up; four reception, twelve bedrooms, two baths; grounds seven acres; open-air swimming bath; tennis, croquet lawns; garage and indoor badminton; near station; easy run London. Rent 10 to 12 guineas per week, from about August 1st for six weeks.—WHITAKER and RANSON, Southampton.

WINCHELSEA (Sussex).—To LET, Furnished, from July 1st, small well furnished compact HOUSE; six bedrooms, three sitting rooms, bathroom, excellent offices, cellars; garden and house have fine view of sea and marshes. Full details from HARRODS, LTD., Brompton Road, London S.W.

F. L. MERCER & CO.,
7, SACKVILLE STREET, PICCADILLY, W.
Tel. No.: 1579 Regent. Telegrams: "Mercer," London.



£5,000 RECENTLY SPENT ON IMPROVEMENTS.

SUSSEX (near Horsham).—One of the choicest ESTATES in the district, comprising a fine OLD GEORGIAN RESIDENCE: large lounge hall with noble carved oak and panelled staircase, three reception, bath, twelve bedrooms; beautiful old-world and nicely timbered pleasure grounds; stabling, garage, farm-buildings, six cottages, and

145 ACRES OF HEAVILY TIMBERED PARK-LIKE MEADOWLAND.

PRICE, FREEHOLD, £7,500.

Or the Residence, pleasure grounds, stabling, garage, three cottages and 25 acres of parklands,

£4,750.

Agents, F. L. MERCER & Co., as above.



MIDWAY BETWEEN LONDON AND BRIGHTON. Co.'s water. Main drainage. Electric light. Telephone.

A CHARMING OLD-FASHIONED RESIDENCE, full of old oak; good hall, three reception, bath, six bedrooms; stabling, garage, farmery; beautiful grounds and paddocks of twelve-and-a-half acres.

BARGAIN, £2,200 FREEHOLD.

GENUINE WAR BARGAINS.

Cost £12,000. £14,000 recently offered and refused.

Price for quick sale, £3,000.

DORSET (two miles inland from Weymouth, 'midst romantic scenery).—Lounge hall, three handsome reception, billiard, bath, twelve bedrooms, winter garden; beautiful grounds; two entrance lodges, stabling, garage, farmery; gas, main water. In all ELEVEN ACRES.

Cost £10,000. Price asked £3,500.

DEVON (near Exeter).—Imposing stone-built RESIDENCE (lounge hall, three reception, billiard, bath, eleven bedrooms); stabling, garage, farmery, cottage, beautiful grounds and parklands of 30 ACRES.

Price reduced from £3,500 to £1,800.

HANTS (near Alton).—A picturesque old-fashioned RESIDENCE (four reception, bath, eleven bedrooms); stabling, garage; charming old-world gardens and paddock of four acres, bounded by a trout river.

Reduced from £4,500 to £3,000. (£2,900 can remain on mortgage.)

KENILWORTH (near).—Picturesque RESIDENCE (three reception, bath, six bedrooms); exquisite pleasure grounds, with swimming bath; cottage, stabling, garage, farmery; also a superior secondary Residence let at £25 per annum, and 33 ACRES of grassland.

BETWEEN CANTERBURY AND FOLKESTONE.—A charming COUNTRY HOME (three reception, bath, eight bedrooms); pretty grounds, garage, farmery, bungalow cottage, and FOURTEEN ACRES of parklands; perfect order. £1,500 recently spent on improvements. Price for quick sale £2,000. For full particulars of above, apply F. L. MERCER and Co., 7, Sackville Street, W.

HOLBROOK HOUSE, HAMPTON PARK, HEREFORD. To be offered for SALE by AUCTION, in One Lot, by

MR. C. L. MARRIOTT at the LAW SOCIETY'S ROOMS, EAST STREET, HEREFORD, on FRIDAY, JULY 9th, 1915, at 3 o'clock in the Afternoon, the very desirable detached GENTLEMAN'S RESIDENCE known as HOLBROOK HOUSE, situate at Hampton Park, one-and-a-half miles from the centre of the City of Hereford, with the GARDENS, GREENHOUSE, STABLES and COACH-HOUSE belonging thereto; also the two excellent Cottages known as HOLBROOK COTTAGES, and the Kitchen garden and field adjoining, the whole containing an acreage of about TWO ACRES. The HOUSE contains drawing room, dining room and morning room on the ground floor; three principal bedrooms, two dressing rooms, bathroom, etc., on the first floor; and three bedrooms and three servants' rooms on the second floor. The domestic offices include a spacious kitchen, scullery, pantry, larder, etc., and a large and bright servants' hall.

Particulars, with plan, photograph, and conditions of Sale, and any further information, can be obtained from the Auctioneer, 41, Broad Street, Hereford; from Mr. E. L. RAMFORD, Land Agent, 138, Widemarsh Street, Hereford, or from WILSON, WRIGHT & DAVIES, Solicitors, 6, Chapel Street, Preston.

REGINALD C. S. EVENNETT, F.A.I.,
AUCTIONEER AND ESTATE AGENT.

Offices: **HASLEMERE** (Tel. No. 10), **HINDHEAD** (Tel. No. 63), **FARNHAM** (Tel. No. 61).

BY ORDER OF EXORS.

HASLEMERE (mile from main line station, in a particularly quiet and secluded situation, park-like surroundings, and an exceedingly pretty rural outlook).



AN ATTRACTIVE FREEHOLD RESIDENTIAL PROPERTY, comprising the above old-fashioned Residence with three reception, nine bedrooms, etc.; excellent stabling for six horses, coachman's cottage; beautifully wooded grounds with terraces, tennis lawn, orchard, etc., and rich meadowland, in all about

34 ACRES.

A picturesque detached Cottage Residence adjoining, let at £32 10s. per annum, is also included.—Full particulars from REGINALD C. S. EVENNETT, Estate Agent, Haslemere.

NOMINAL RESERVE ONLY.

An exceptional bargain in the lovely HINDHEAD DISTRICT.



THE ABOVE MOST ATTRACTIVE MODERN RESIDENCE, built for the personal occupation of the present owner; seven bedrooms, three reception rooms, good offices; excellent stabling; remarkably pretty pleasure grounds with two lawns, rose pergola, sundial garden, orchard and paddock, in all about eleven-and-a-half acres; cottage for gardener. For SALE, privately, at a nominal reserve, or by AUCTION on July 22nd.—Particulars from REGINALD C. S. EVENNETT, Estate Agent, Haslemere.



RENT £95 PER ANNUM.

HASLEMERE (with magnificent views over the Sussex Weald).—The above delightful old-fashioned RESIDENCE to be LET, Unfurnished; seven bed and dressing, bath, three sitting rooms, good offices; small stable; beautiful old garden with tennis lawn, etc.; water and gas laid on.—Apply REGINALD C. S. EVENNETT, Estate Agent, Haslemere, also at Hindhead and Farnham.



HARROGATE.—For SALE, above desirable RESIDENCE, containing four reception rooms, billiard room, panelled hall, ten bedrooms, two dressing rooms, boxroom, linen room, etc.; excellent domestic arrangements; two-and-a-half acres of pleasure grounds. The Property is in a delightful open situation, with views of surrounding country.—Further particulars, apply JOHN DAY & SONS, House and Estate Agents, 1, Princes Square, Harrogate.

FURNISHED HOUSES TO LET



SOUTH HANTS (one-and-a-half hours from Town, main line).—To LET, Furnished, for one year (shorter period entertained, owner on active service), a charming COUNTRY RESIDENCE, beautifully Furnished: lounge hall, nineteen bed and dressing rooms, five reception, two bathrooms; stabling, garage, coachman's cottage, two lodges; lovely gardens and grounds; electric light, excellent water, modern sanitation; good society; magnificent views, very healthy; 600ft. above sea level; together with about 900 acres of first-class mixed shooting. Hunting. Golf. A low rent would be accepted from a good tenant.—Apply HALL, PAIN & GOLDSMITH, F.S.I., Land Agents, Petersfield.

TOTNES, S. DEVON.

close to station and River Dart, affording excellent trout and salmon fishing.



TO BE LET, FURNISHED, for one year, charming XVIIIth Century MANOR HOUSE, furnished in character, and containing seven bed, bath, dressing, large dining and drawing rooms, study, etc.; with stabling, coach-house or garage; beautiful gardens, two acres, including tennis or croquet lawn; sheltered from East wind. Churston Golf Links within easy reach. Terms £5 5s. weekly, or Unfurnished £60 per annum on lease.

Apply WHITTON & LAING, Agents, Exeter.

SHOOTINGS, FISHERIES, etc.

SCOTLAND, NORTH OF ENGLAND AND IRELAND. The Largest Register of Grouse Moors, Deer Forests, Partridge and Covert Shoots, Salmon and Trout Fisheries. List of Furnished Mansions, Lodges, Cottages, etc., at all the favourite resorts, published separately. Each List 3 stamps. WALKER, FRASER & STEELE, Estate Agents, GLASGOW.

SUTHERLAND ESTATES.

SHOOTINGS AND FISHERIES to LET for SEASON 1915.

LOCH CHOIRN, BEN ARMIN, AND DALKESIE FOREST.—68,000 acres. Excellent grouse ground; 75 stags. Good fishing on the Rivers Maillet and Blackwater. Good lodges. This might be let in three to suit tenants.

NORTH DUNROBIN (part of Dunrobin Forest).—11,300 acres forest ground and grouse moor; grouse and other game; ten stags. Salmon fishing on River Brora. Accommodation in Hotels at Golsie or Brora.

SOUTH DUNROBIN (part of Dunrobin Shootings).—10,240 acres. Grouse, blackgame, pheasants, partridges, etc.; ten stags. Accommodation in Golsie Hotel or Private Residence.

SCIBERS CROSS OR DALREAVOCH.—15,700 acres. Good grouse moor; five stags. Salmon angling on Rivers Brora and Blackwater. Good lodge.

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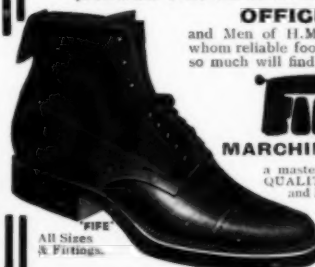
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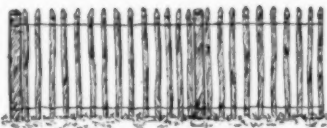
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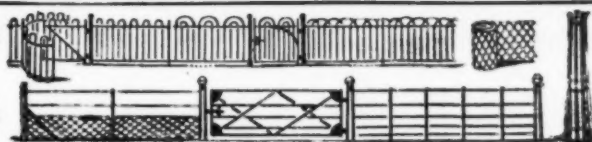
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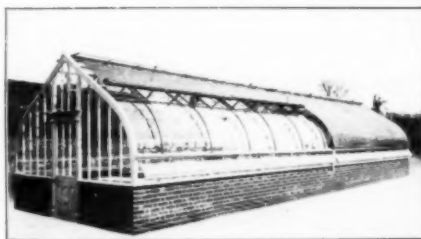
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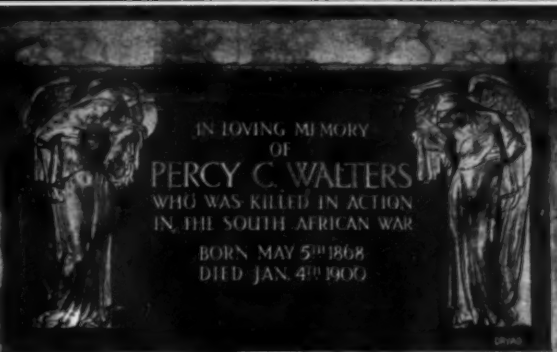
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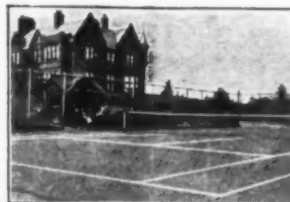
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